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No. 27,578

HONG KONG, THURSDAY, AUGUST 28, 1930.

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FATHER AND SON IN
LAND DEALFULL COURT OF APPEAL GIVES
UNANIMOUS VERDICT

PUISNE JUDGE ON NEGLIGENCE.

CONVEYANCE PRACTICE IN HERE
AND AT HOME

Judgment was delivered by the Full Court of Appeal this morning in the case in which Li Po-kwai, a well-known Chinese merchant, sought to recover certain landed property from Tsang Chuen.

The case was a very intricate one. It appeared that Li Po-kwai had made a very peculiar assignment of his property mentioning various names in the assignment; one of the names he mentioned was that of one of his sons. The son who was made the assignee thought he had a beneficial interest in the property, and he accordingly mortgaged it to Tsang Chuen for \$16,000.

The case originally came before Sir Henry Gollan when Li Po-kwai, plaintiff-respondent in the present action, sought for the return of the property. His Lordship decided in his favour. Tsang Chuen, defendant-appellant, appealed against the judgment.

THE JUDGMENTS

In both actions Mr. Eldon Potter, K.C., together with Mr. F. C. Jenkins appeared for the plaintiff-respondent, under instructions from Messrs. Hastings, Dennis, and Bowley, and Mr. H. G. Sheldon, instructed by Messrs. d'Almada and Mason, was for the defendant-appellant.

Reading the judgment of Sir Peter Grin, Sir Joseph Kemp said in part:—This is an appeal from the judgment of Sir Henry Gollan sitting as Chief Justice in which he gave judgment for the plaintiff. The defendant now appeals against the whole of the judgment in the Court below.

The judge in the Court below, after hearing the respondent, Li Po-kwai, on oath found "that on the execution of the assignment a resulting trust in favour of the plaintiff" arose and that the presumption of advancement in favour of the son had been rebutted.

The judge also found that the use by respondent of the name Li Kan did not make him a party to any fraud and that the failure to take reasonable precaution of calling for the title deeds (the 1917 assignment) fixed him (the present appellant) with knowledge of the fact that the son had no beneficial interest but was merely a trustee of one undivided moiety and that that omission constituted gross negligence.

Resulting Trust.

The judge decided that the property in question was free from the mortgage of March 7, 1929, and he made an order that the present appellant re-assigned the moiety mortgaged to the present respondent.

The judgment continued: "It was now argued on behalf of the appellant that the evidence of Li Po-kwai taken on oath in the Court below was not admissible against a third party who was not a party to the deed and that evidence could not be heard to vary or contradict the deed. Therefore, there was no evidence on which to find as a fact that the assignment of 1917 was a resulting trust. It was further argued that there was no negligence by him (the appellant) or his agent in not asking for production of or inspection of the 1917 assignment when entering into the 1929 mortgage, and certainly not such negligence as would amount to gross negligence which would establish either "imputed notice" or "constructive notice" to the appellant or his agent, that the son Li Ngai had no beneficial interest in the 1917 assignment.

Nor was the negligence sufficient to give the 1917 assignment priority over the 1929 mortgage. It was further argued that under the 1917 assignment, the son Li Ngai was clothed with apparent authority to dispose of his moiety of the property by reason of the statement in that deed that the son had paid \$16,000 as the consideration for the assignment to him and that consequently the present respondent was estopped from denying that his son had a beneficial interest in the property. Testimony (unshaken) by

CROWN LAND IN
KOWLOON.TRESPASSER IN A
QUANDARY.

TIMBER TO BE REMOVED

The adjourned summons against Wong King for occupying Crown land without a permit from the Hon. D.P.W. was again mentioned before Mr. T. S. Whyte-Smith this morning.

Mr. A. C. Burford, land bailiff, appeared on behalf of the P.W.D. Mr. F. H. Loseby, defending, reminded his Worship that at the last hearing his client was given a fortnight to remove. Now his client found that the expenses exceeded the value of his property and he subsequently sold it. Mr. Loseby understood that the timber on the site would be transported to Canton within three weeks.

New Police Court? Mr. Loseby added that he understood, though he could not say for sure, that the site was wanted for the erection of a new Police Station or Police Court. He would ask for a period of three weeks within which to clear off.

Inspector R. H. E. Marks said that he had been instructed by the D.S.P. (Mr. D. Burlingham) to inform his Worship that the site, which was close to the Yau Ma Tei Police Station wall, was to be cleared for traffic. They would not have an obstruction of timber up against the wall as in time of trouble it might be a covering for "bad eggs."

Not for Police Court? His Worship: You see, Mr. Loseby, the Police want the place cleared for traffic. So it is not for a new Police Court!

At this stage, Mr. Burford intimated that a summons to clear from the site was served on Mr. Loseby's client on June 24. Last night he called at the site and found that still nothing had been done. As neither the Police nor the Government were in an immediate hurry he would ask his Worship to grant a month for the site to be cleared of its timber. His Worship intimated that Mr. Loseby had asked for three weeks and not a month. The defendant was accordingly granted three weeks.

CAN'T DEFY THE
COURT.STERN REPRIMAND TO CAR
OWNER.

RACE FOR "LAST WORD."

When a Chinese named Jackson Doo appeared before Mr. R. E. Lindsell this morning, he was addressed sternly by the Magistrate in the following terms:—

"You see fit to defy the order of this Court, do you?"

Doo: I was too busy to come up, so I sent my chauffeur up instead.

Magistrate: He was told that his appearance was not acceptable to the Court and you were to appear personally a week later, and yet you did not come.

Doo: My chauffeur did not tell me that.

Traffic Sergeant Baker: I told him myself to come up on Tuesday, and I warned him that if he failed to do so a warrant would probably be issued.

Doo: I understood him to say that the chauffeur could come instead. In any case, I know nothing about the matter.

The chauffeur knows more about it than I.

Mr. Lindsell then charged Doo with leaving his car No. 2166 unattended in Gresson Street on the night of August 9-10.

Doo: Yes, but I have a garage for the car on the ground floor of house No. 14.

Doo: Perhaps it was left out.

(Continued at foot of next Column.)

In this case all these elements are missing. The appellant and his solicitor never saw the assignment and there has not been the slightest evidence that the respondent intended the statement of consideration to be acted upon. Indeed he always kept the deed in his own possession and no one saw it but himself. The misrepresentation must be the proximate cause of the altered position.

I am therefore of opinion that the argument of estoppel cannot be maintained in this case.

The judgment concluded: "I have heard nothing to cause me to differ with the judgment handed down by Sir Peter Grin."

Magistrate: You may go.

NEW ROUTE
TO EUROPEBAGDAD LINK WITH
MEDITERRANEAN.

DESERT RAILWAY

SCHEME FOR SUEZ
CANAL TRADE.

Bagdad, Yesterday. Definite progress is being made with the project of a railway, 600 miles long, directly connecting Bagdad with the Mediterranean, which, it is anticipated, will be the alternative route from Europe, not only to Iraq, but also to the Far East.

A number of British engineers employed on the Iraq Railways, who have a practical knowledge of the working conditions on the desert railways, is being lent to the British firm which will undertake immediately the planning of a survey of the railway from Bagdad to Haifa.

It is expected that the railway will take five years to complete.

It will be built in conjunction with the proposed pipe line from the oilfields in Iraq to the Mediterranean.

The new line will divert a considerable volume of Middle Eastern trade from the Suez Canal.—Reuter.

FINE WEATHER.

The Royal Observatory's weather report states:

Pressure is abnormally high to the north of Tokyo.

Pressure gradients are shallow over the China Sea.

Forecast:—Light, westerly or variable winds, fine.

Rainfall: Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 66.50 inches against an average of 64.82 inches.

Temperature and Humidity.

The temperature and humidity at certain specified centres this morning at 6 o'clock were:

	Temp.	Humid.
Hong Kong	79	92
Macao	79	91
Pratas Island	81	86
Manila	75	92
Foochow	82	91
Amoy	80	91
Swatow	80	92
Chefoo	70	91
Shanghai	77	98

PRESS PEER ILL.

RECOVERY REPORTED OF LORD
BEAVERBROOK.

London, Yesterday. Lord Beaverbrook has recovered from his indisposition.—Reuter.

EARLY CABLE.

London, Yesterday. Lord Beaverbrook, who is on a yachting holiday, has been taken ill with food-poisoning on his yacht in Dover harbour.

A doctor has been summoned from London in addition to a Dover doctor, but the patient's condition is not serious.—Reuter.

side because the staircase was being repaired.

Magistrate: The car could not yet in, you mean?—I really don't know much about it, but I should imagine so.

Whose business is it, the chauffeur's?—No, the owner of the garage.

So the garage is not yours, you merely pay to store your car there?—Yes, and the owner of the garage should have been made to answer this charge.

Having ascertained from Sergeant Baker that it was a fact that the staircase was being repaired and that there was another car parked outside, and the owner of this had also been summoned; Mr. Lindsell remarked that Doo's explanation was a reasonable one and he would accept it. Doo was accordingly discharged.

As Doo was about to leave the Court, his Worship said sternly: "Understand now that if you get a summons to this Court you must answer it yourself."

Doo: Yes, but in this case I know nothing about it, and I thought that my chauffeur would have been of more use to the Court.

Doo: Yes, but in this case I know nothing about it, and I thought that my chauffeur would have been of more use to the Court.

Magistrate: You may go.

MAN WITH BLINKING
EYES.COULDN'T SEE TO SNATCH
A HANDBAG.

MAGISTRATE NOT DECEIVED

Remanded by Mr. H. R. Butters yesterday for an effort to find Mr. Tong, the Chinese gentleman described as a new arrival in the Colony, who effected the arrest of a bag snatcher, Mok Lai, the accused in the case, made another appearance before his Worship this morning.

Inspector McWalter reported that Mr. Tong could not be found. The man, he explained, was new to the Colony and in giving particular to the Police he supplied his name and said that he lived in Caine Road, but did not know the number of the house. In the circumstances it was not impossible to find him.

The accused, who had yesterday claimed that he was half blind and had been the victim of wrongful arrest, to-day played up his alleged affliction for all he was worth by continuously blinking at the Magistrate.

This led Mr. Butters to inquire if the accused blinked like that at the time of his arrest.

BEGINNING OF THE BLINKING.

Miss S. Remedios, the complainant in the case, said that defendant was quite all right then, and added "He started this when he got into the charge room."

An Indian Police constable who took the accused over from Mr. Tong, said that he actually saw him running fast along Wing Kat Street with Mr. Tong and the ladies after him. Witness joined in the chase and saw Mr. Tong catch the man. There was nothing wrong with the accused's eyes, then.

Asked if he wished to make a statement, accused said "I was wrongly arrested. I can't see, so how could I have stolen the lady's bag?"

Magistrate: Is that all you have got to say?—That is all.

Mr. Butters convicted and passed sentence of one year's hard labour and 24 strokes of the birch.

AMAZING METAPHOR
OF DICTATOR.CONSTITUTION LIKE "A
PIECE OF ROTTING MEAT."

PUTRID CABBAGE.

Warsaw, Yesterday. Marshal Pilsudski, who was summoned to form a Cabinet after the crisis on August 23, and who frequently in the past has expressed his contempt of parliamentary institutions, now told an interviewer of the Government Gazeta Polska, that his chief anxiety was to alter the constitution, which was at present "like a piece of rotting meat, mixed with foul bacon and putrid cabbage. The entire work of Parliament stinks so that the air is poisoned."

He added that his greatest care would be to defend the State Treasury against deputies who wanted to spend money for their Party toilets.—Reuter.

MANIA FOR MOTOR CYCLES.

Another motor cycle has been reported stolen. The thief seems to have partially for B.S.A. machines as the latest one to be stolen is also of that make. It bears licence number 811 and is the property of Lieutenant A. H. Musson, R.A., who lives at the R.A. Mess, Kowloon.

Lieutenant Musson left the cycle in the stand outside the Star Ferry wharf at 8.55 p.m. and when he returned from Hong Kong at 11.50 p.m. it had disappeared.

There is a suspicion, the China Mail learns, that these stolen cycles are being taken to Canton and disposed of there.

The reductions in London port charges which came into operation in September are estimated to save users of the port £120,000 a year.

Payments to Account.

In carrying on the business of the Kung Yuen, and in dealing with the Lau Kwong Yue Tong account the legal personal representatives of Lau Ping, or some of them, appear to have been guilty of several breaches of duty, e.g. the failure

CHIEF JUSTICE ON CHINESE
ESTATES"GRAVE RISKS OF PERSONAL
REPRESENTATIVES"

"SERIOUS BREACHES OF TRUST."

LAU FAMILY DISPUTE
SETTLED

The Chief Justice, Sir Joseph H. Kemp, K.C., gave judgment for plaintiffs this morning in the case in which Lau Yick-cheuk, administrator of the estate of Lau Ping, deceased, sought an order for the return of certain properties in the hands of Lau Lam Shi, executrix of the will of Lau Yu-fong, on the grounds that they were actually purchased with moneys out of the estate of Lau Ping.

In granting the declaration asked for His Lordship said that in view of the serious breaches of duty and ignorance of duty of the administrators a temporary safeguard would be added by which defendant would return the properties to plaintiff when required, for immediate sale. The net proceeds of such sale should then be paid into Court forthwith.

THE JUDGMENT

His Lordship in giving judgment said: In this case the plaintiff, Lau Yick-cheuk, as administrator de bonis non of Lau Ping, deceased, claims against Lau Lam Shi, executrix of Lau Yu-fong, deceased, a declaration that certain properties, subject to certain existing encumbrances, form part of the

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Mainland is published:

Island. Feet.
Victoria Peak 1,823
Signal Station 1,774
Mt. Parker 1,734
Mountain Lodge 1,725
The Elysie 1,725
Peak Hotel 1,805
Takoo Sanatorium 1,000
Mt. Davis 877
Bowen Road (Hillside) 807
Mainland. Feet.
Kowloon Peak 1,971
Takao 5,154

GOVERNMENT NOTICES

R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on TUESDAY, the
2nd day of September, 1930, at
3 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Governor,
of one Lot of Crown Land
at Boundary Street, Kowloon Tong,
in the Colony of Hong Kong,
for a term of 75 years,
with the option of renewal
at a Crown Rent to be fixed by the
Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Boundary Measurements.	Quadrat in Square Feet	Annual Rental	Open Price.
1	Kowloon Island, All Kowloon Tong.	As per sale plan.	10,200	152	9,600

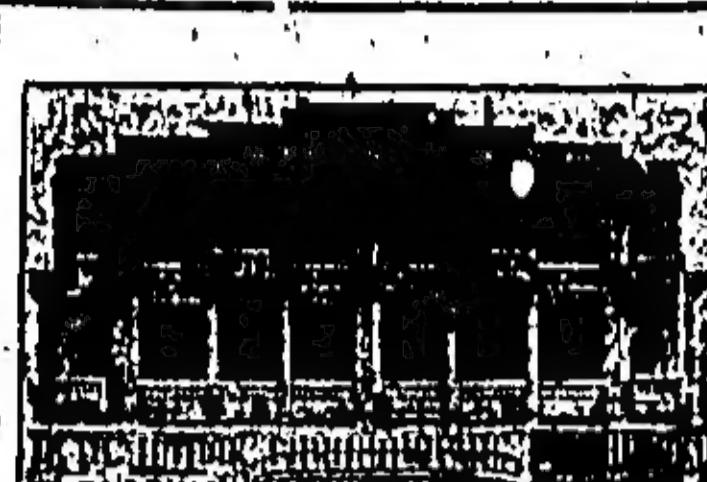
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Hong Kong, 25th August, 1930.

HONG KONG CLUB.

NOTICE.

Intriguing Sue Carol, the star of "The Big Party," now showing at the Queen's.

CAIRO MURDER.

BRITISH GIRL SHOT WHILE IN FIANCÉ'S SIDECAR.

Miss Eileen Smith, a 19-year-old girl, was murdered while driving with her finance in his motor-cycle combination in Cairo. She was the daughter of an official in the firm Egyptian Markets, Ltd., whose headquarters are in London.

The murder took place on a lonely road on the outskirts of Cairo at 10 o'clock in the evening. The couple, who were on their way home, had pulled up for a moment when two natives suddenly appeared and fired at point-blank range.

Mr. Ronald Lilley, the girl's fiance, who is a British constable attached to the Royal Guard, ducked and avoided injury, but Miss Smith, seated in the sidecar, received the contents of one barrel of a sporting gun in her left side and died at once.

The murderers immediately turned tail and, so far, have not been caught. The Public Security Department has announced that the motive for the outrage was probably robbery, but, according to a later rumour, which has not been confirmed, it was the outcome of a dispute between Mr. Lilley and some Egyptians in a cafe.

Miss Smith, who was born in Egypt, lived with her parents at Heliopolis.

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A LOISE FAIR
TO EPHRAIM MA
EBB YEARN BOG
NOON ATHE MORO
TENANTS HELEN
ADONIS PATES
BLAME ROSETTE
RINGI HOR REED
EAG BEATS REE
MS TRIDENT DR
S BEAR NOOK L
TREATS TWELVE

BURGLARS AT MR. PERRY'S HOUSE.

B.A.T. Manager Seizes Man in Bathroom.

CRIMINAL AT NINE.

TIENTSIN, August 16. When Mr. F. A. Perry, Departmental Manager of the British-American Tobacco Co., at Tientsin, returned to his residence at No. 104 Oxford Road at about 4 o'clock yesterday morning he found two Russian burglars in the house.

The intruders apparently heard Mr. Perry coming and rushed into the bathroom. Mr. Perry entered the house, went to the bathroom and seized one of the burglars but was unable to prevent the second man from making his escape and taking away with him various articles including some small ingots of silver.

The burglars had obviously prepared to carry away two trunks which were standing on the floor of one of the bedrooms laden with booty. The house had been ransacked and everything was turned upside down.

Mr. Perry held on to the man he had seized and called for the B.M.C. police who came and took the burglar to the police-station. Here his name was found to be Nikolai Kotoff with a record of previous convictions in 1926 and 1927. The B.M.C. police immediately set about an energetic search for the other man. A search of the doss-houses in the ex-Russian Concession was made without delay and in one of these a man named Victor Borisenko was found asleep. He was arrested on suspicion and on being searched a silver match-box inscribed with the initials "F.A.P." and several small ingots of silver were found in his possession. He was arrested on suspicion and on

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S.S. "CARIGNANO"		Sept. 9	
S.S. "VENEZIA L"	Aug. 31	Oct. 8	
M.V. "HILDA"	Oct. 1	Nov. 8	
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HIKAWA MARU	Wednesday, 24th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.		
KATORI MARU	.....	Saturday, 6th September.
KASHIMA MARU	.....	Saturday, 20th September.
SYDNEY & MELBOURNE via Manila & Ports.		
ATSUTA MARU	.....	Tuesday, 23rd September.
AKI MARU	.....	Tuesday, 23rd September.
BOMBAY via Singapore, Penang, & Colombo.		
KAGA MARU	.....	11th September.
† MALACCA MARU	.....	Saturday, 27th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.		
HEIYO MARU	.....	Saturday, 30th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KAWACHI MARU	.....	Tuesday, 9th September.
NEW YORK, BOSTON via Panama.		
KUMA MARU	.....	Monday, 1st September.
† TAKETOY MARU	.....	Sunday, 21st September.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.		
LYONS MARU	.....	Tuesday, 16th September.
CALCUTTA via Singapore, Penang & Rangoon.		
† CALCUTTA MARU	.....	Saturday, 30th August.
† HAKODATE MARU	.....	Wednesday, 8th September.
SHANGHAI, KOBE & YOKOHAMA.		
MURORAN MARU	.....	Sunday, 31st August.
† AKITA MARU	.....	Friday, 5th September.
SUVA MARU	.....	Saturday, 6th September.
SIBERIA MARU	.....	Wednesday, 10th September.
† Cargo only.		

For further information apply to—NIPPON YUSEN KAISHA.

Telephone 30291.

(Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.		
AMAZON MARU	.....	Wednesday, 10th September.
ALASKA MARU	.....	Friday, 10th October.
GIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.	.....
LA PLATA MARU	.....	Friday, 20th August.
BUENOS AIRES MARU	.....	Friday, 3rd October.
BOMBAY—via Singapore & Colombo.	.....
SUMATRA MARU	.....	Wednesday, 3rd September.
HAMBURG MARU	.....	Friday, 19th September.
DURBAN, LORENZO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—via Singapore & Colombo.	.....
CHICAGO MARU	.....	Sunday, 28th September.
CALCUTTA—via Singapore, Penang & Rangoon.	.....
TACOMA MARU	.....	Monday, 1st September.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	.....	Wednesday, 3rd September.
MELBOURNE—via Manila, Brisbane & Sydney.	.....
SYDNEY MARU	.....	Wednesday, 3rd September.
HAIPHONG—via Hanoi & Pakhoi.	.....
NEW YORK—via Japan ports & Panama.	.....
SANJO MARU	.....	Saturday, 26th October.
JAPAN PORTS	.....
SEATTLE MARU	.....	Thursday, 4th September.
AMUR MARU	.....	Saturday, 13th September.
SHUNKO MARU	.....	Sunday, 21st September.
KEELUNG—via Swatow & Amoy.	.....
TAKAO—via Swatow & Amoy.	.....
TAKAO & KEELUNG	.....
SOURABAYA MARU	.....	Wednesday, 10th September.
For further particulars please apply to—OSAKA SHOSEN KAISHA.	.....
Telephone 28061.	.....	M. TAKEUCHI Manager.

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY



DIVERGENT VIEWS.

INSURANCE OF TRAVELLERS BY SEA.

In view of the forthcoming conference of the International Maritime Committee at Antwerp, preliminary reports have been issued by that body on subjects to be discussed. These include the proposed scheme for the insurance of passengers by sea to replace the existing legal liabilities resting on shipowners, which vary in the different countries. In a paper by the French Association of Maritime Law on the insurance proposal, now published, it is pointed out that when, three years ago, a draft International Convention was suggested, such as would receive the general support of the representatives of passengers and shipowners, the French members of the conference considered that the system of an International Convention was the only one which could satisfy their legal conception of the question. Two years ago the International Shipping Conference waived, it is recalled, the idea of a "universal law" and decided in favour of introducing a "new burden under the guise of voluntary insurance offered by the shipowner to his passengers." Both shipowners and passengers would be at liberty to accept or decline the scheme. Of this proposal the French Association of Maritime Law is frankly critical, maintains that the insurance of passengers would be dependent on a kind of convention for the validity of the scheme in the law courts of all countries, and doubts whether the objects could be obtained at present in the way suggested.

The Norwegian Association of Maritime Law writes, on the other hand, that Norwegian shipowners, together with the shipowners of the other northern countries, have always been opposed to an International Convention on compulsory passenger insurance, but it admits that their attitude might be different if it were decided to introduce passenger insurance by way of a voluntary contract. The Italian Association of Maritime Law expresses the view that it would be very difficult, if not impossible, for the jurisprudence of the Italian Courts to recognise as valid the clauses contained in a passage ticket such as were proposed by Sir Norman Hill, unless they were altered substantially, as was admitted by the greater number of the delegates of the various States at the Amsterdam Conference. It is clear, therefore, that agreement has not yet been reached on the best means of approaching the question. Incidentally, the Italian Association of Maritime Law suggests that it would be of great interest to undertake the study of questions affecting the arrest of ships and the procedure of execution on ships. Subjects definitely proposed by the International Maritime Committee for discussion include "jurisdiction and penal sanctions in cases of collisions on the high seas involving loss of life or personal injury." The Times

ALL-ELECTRIC.

THREE FROM BRITISH YARDS
IN PAST FEW WEEKS.

Exhaustive trials have been carried out on the new electrically propelled fruit carrier Musa, built by Messrs. Workman, Clark for Messrs. Elders and Fyffes' banana trade. This ship is to be chartered to the United Fruit Co. for their Boston-New York-Caribbean service and with a 7,000 horse power British Thomson-Houston propelling motor driving a single screw, has a speed of about 18 knots.

She is thus one of the fastest fruit-carrying ships in commission, and has a fruit capacity of 135,000 cubic feet, displacing 10,620 tons on a 22-foot 38% inches mean draft. There is also excellent accommodation for a limited number of passengers amidstships. One output supplies the current to the propelling motor.

The Musa is the third all-electric ship to leave a British shipyard in the last few weeks.

FUMIGATION OF GRAIN CARGOES.

Experiments Made by Colombo Microbiologist.

In his annual report Mr. B. G. de Glanvill, Chairman, Colombo Board of Immigration and Quarantine, speaks of the experiments in fumigation of grain cargoes.

He says that experiments in fumigation of grain were carried out by Dr. Hirst, the City Microbiologist, under grant from the Legislative Council. These experiments form part of a research programme undertaken for Ceylon on behalf of the Plague Commission of the League of Nations.

Dr. Hirst hopes to publish his report shortly.

Dr. Hirst's investigations and conclusions will, no doubt, form a valuable addition to the knowledge and literature on the question of disinfection of grain. For our immediate purposes in Colombo their practical bearing may be summarised as follows:—(1) That it is desirable so far as possible, to prevent the access to the Customs premises of rats coming from the plague infected area in the Pettah.

(2) That until steps are taken to render rice stores in this area rat free, or until the rice now stored there is stored elsewhere in rat-free stores, steps taken to render imported rice free of infection would only deal with a part of the problem, and will leave unaffected a very considerable possible source of spread of plague both in Colombo and Upcountry.

(3) That fumigation of imported rice, and possibly also of other grains, is possible, but would be expensive, and also that it would only partially effective unless the lighters in which the rice or grain is brought to the shore are also disinfected.

The most economical course would appear to be the fumigation of imported rice and grain in the lighters in which it is landed; and the possibility of special equipping lighters for this purpose, and of providing a staff to initiate the process of fumigation in each lighter before it leaves the ship's side so that fumigation will be complete, or nearly complete, by the time the lighter arrived at the quay-side, calls for further investigation.

The Norwegian Association of Maritime Law writes, on the other hand, that Norwegian shipowners, together with the shipowners of the other northern countries, have always been opposed to an International Convention on compulsory passenger insurance, but it admits that their attitude might be different if it were decided to introduce passenger insurance by way of a voluntary contract.

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The Times

EMPEROR OF CANADA

MISSION FATHERS ARRIVE IN COLONY.

Included among the passengers on the R.M.S. Empress of Canada who disembarked at Hong Kong to-day were the following:—The Revs. C. Murphy, E. Toomey, T. Donovan, F. McRae, G. Gilligan, Brother Jude, and Dr. H. Blaber, of New York, Maryknoll Mission Fathers; proceeding to South China Mission under the Rt. Rev. Bishop J. E. Walsh at Kongnloon, South China.

Others disembarking at Hong Kong include Mrs. W. N. Kennedy, in route to the Federated Malay States, Miss P. J. M. Salmon, of Singapore; and Mrs. R. W. Wilson of Sumatra.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	Aug. 25	Aug. 26
Shiuhing	9.7	10.2
Tsingyuen	6.5	6.1
Samshui	4.5	4.9
Sheklung	4.0	4.5

The highest levels on record are:

Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Sheklung minus 2.7 feet.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—Cicada—in dock, Osiris—in dock, Oswald—in dock, Seraph—South wall, Serapis—South wall, Starling—North arm, Tamar—Basin.

Foreign.

Adamastor—Portuguese cruiser.

Argus—French gunboat.

Helena—American gunboat.

Hai Fu—Chinese gunboat.

On Pak—Chinese gunboat.

When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRaits, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA. AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHMIR	8,955	1930 30th Aug. Noot	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,046	13th Sept.	Bombay, Marseilles & London.
ALIPORE	5,273	17th Sept.	Strait, Colombo & Bombay.
KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Marseilles & London.
KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
NAGTORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles & London.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Marseilles & London.
KASHMIR	8,955	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Marseilles, & London.

* Cargo only. † Call Casablanca.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Kedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TALMA	10,000	1930 11th Sept.	Singapore, Penang & Calcutta.
SHIRALA	7,841	17th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	30th Sept.	Singapore, Penang & Calcutta.
TIWAWA	10,006	16th Oct.	Singapore, Penang & Calcutta.

ALL Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
TANDA	6,958	5th Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	3rd Oct.	
NELLORE	6,853	31st Oct.	

* Will call Sandakan & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambangan, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Services of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,005	1930 29th Aug. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
BERRIMA	—	31st Aug.	Shanghai, Moji, Kobe.
TAKADA	6,949	7th Sept.	Amoy, Moji, Kobe, Y'hama & Osaka.
ST. ALBANS	4,500	9th Sept.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
NAGPORE	5,283	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	25th Sept.	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
KARMA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
BANALIA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
MAGEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,955	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc. apply to:

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C, Hong Kong.

PASSENGER LISTS.

ARRIVALS.

Per Peninsular and Oriental Steam Navigation Company's s.s. Kashgar from London, on August 27:

Mr. J. Joyce, Mr. E. R. Cleo, Miss S. A. Massey, Miss L. Alcock, Mr. R. Dorman, Dr. G. V. Griffith, Mrs. and Miss Shields, Mr. and Mrs. Stevenson, Matron E. Quinton, Miss M. MacGregor, Mr. F. B. Hunter, Mr. P. L. Collinson, Mr. F. H. Smyly, Miss A. C. Gair.

Per s.s. Empress of Canada on August 28:

Mr. Wm. Kennedy, Mrs. R. W. and Master Wilson, Miss A. Gill, Miss G. T. Hitt, Mr. R. T. Woods, Miss M. H. Bergström, Mrs. M. I. Ware, Mr. E. J. Dowley, Miss J. McGeachie, Mrs. R. H. and Miss J. Gregory, Mr. J. R. Roxburgh, Mr. G. E. Costello, Mr. S. Brown, Mr. T. Y. Deane, Mr. W. Brownrigg, Mr. S. M. Alarakhia, Mr. Von Sick, Mrs. W. Brownrigg, Miss C. C. Irvin, Mr. A. N. Block, Mr. H. A. Declerck, Mr. C. Mycock, Mrs. D. Miss M. and Mtr. B. Dick, Miss Watson, Miss M. Kirkwood, Mr. and Mrs. Trosion, Mrs. P. M. Bennett, Mr. H. O. T. Burkwall, Mr. and Mrs. C. G. Fuson, Miss Eliz. Langley, Mrs. A. L. Fuson, Rev. C. Murphy, Rev. Edm. Toomey, Rev. Thomas Donovan, Rev. F. McRae, Rev. Geo. Gilligan, Brother Jude, Dr. Harry Blaber, Mrs. R. O. and Miss R. A. Sykes, Miss C. Buck, Dr. and Mrs. W. H. Craig, Mr. P. J. Julian, Mrs. Rose Basto, Miss Gertrude Glassman, Mr. C. J. Martin, Mr. C. M. Xavier, Miss G. and Miss K. C. Heird, Mr. and Mrs. F. J. Hopkins, Miss Lorna and Mr. Ronald Schulz, Mrs. A. J. Ermakoff, Mrs. M. and Miss Thelma Young, Miss L. T. Lee.

CONSIGNEES.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

The Motor Vessel,

"AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the 3rd September, 1930, at 4 p.m., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by the Messrs. Anderson & Co. at 10 a.m. on the 2nd September, 1930, or later.

All claims against the vessel must be presented to the Undersigned before the 6th September, 1930, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 27th August, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBROUGH, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship,

"BENREOCH"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th August, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 12th September, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown where they will be examined on the 28th August, 1930, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 22nd August, 1930.

TRAVEL A.-O. LINE

To AUSTRALIA, calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNIL).

PASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, CLOTHING SHOP, BORNEN CO. STEWARDSS, CARRIERS.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £95 RETURN.

London (via Australia) from £165/11/-

(Australian Natives £115/11/-)

STEAMERS: CHANGTE, TAIPING, SUNIL.

CHANGTE: 14th Oct. 1930.

TAIPING: 24th Oct. 1930.

SUNIL: 14th Oct. 1930.

CHANGTE: 14th Oct. 1930.

TAIPING: 24th Oct. 1930.

SUNIL: 14th Oct. 1930.

CHANGTE: 14th Oct. 1930.

TAIPING: 24th Oct. 1930.

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CHANGTE: 14th Oct. 1930.

TAIPING: 24th Oct. 1930.

SUNIL: 14th Oct. 1930.

CHANGTE: 14th Oct. 1930.

Our friend—
THE DOG
be kind to him, and keep him fit!

THE "QUORN"
DOG REMEDIES

Condition and Tonic Powders.
They cool the blood, remove all impurities and
act as a tonic to the whole system.

Price: 75 Cents per Box.

SKIN OINTMENT.

75 Cents per Tin.

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50 Cents per Box.

TIC LOTION

(Parasit). \$1.25 per Bottle
most effective and quite harmless.

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The Kowloon Dispensary. Phone 57019.

LAST 3 DAYS

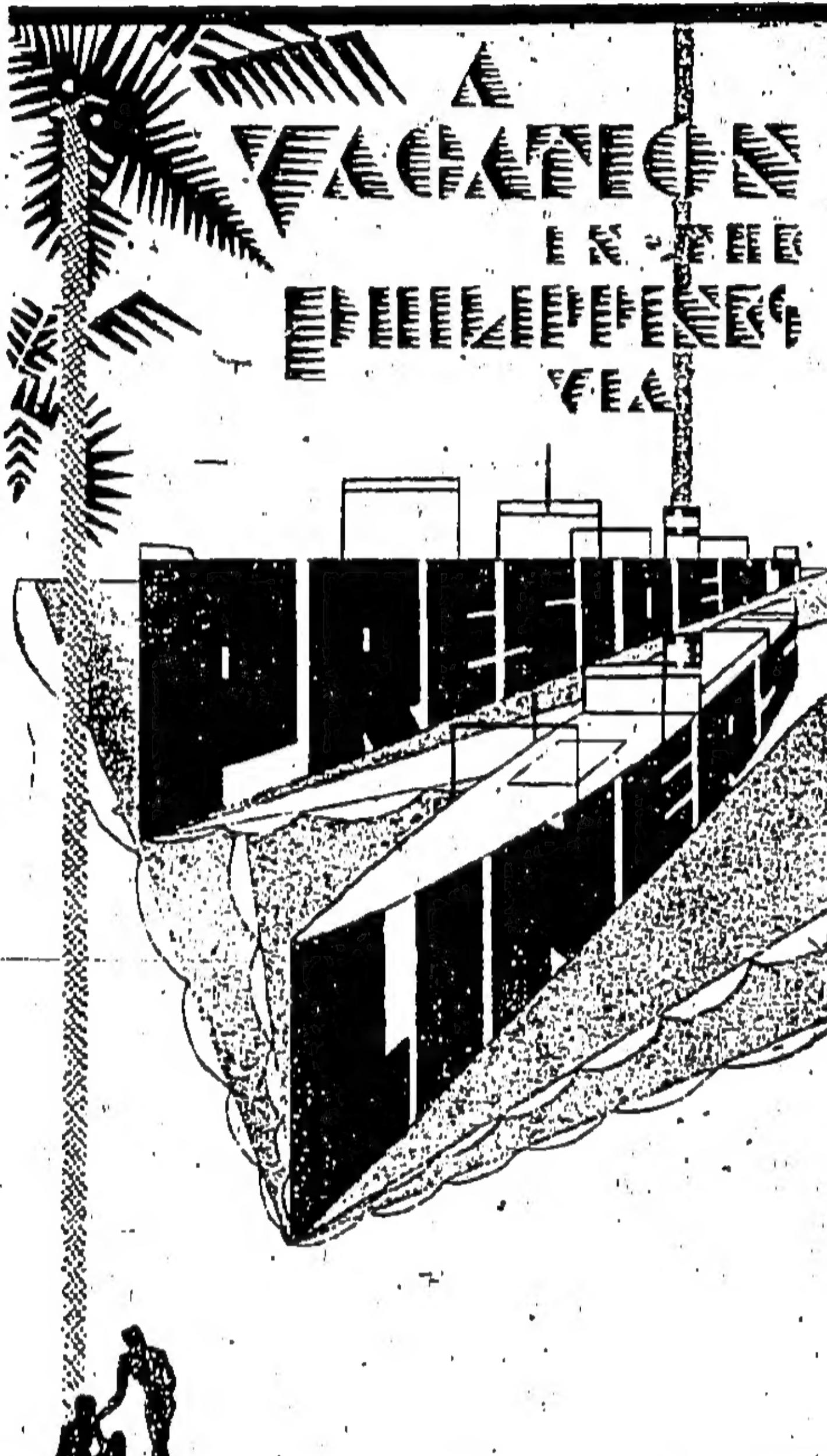
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SATURDAY, August 30th.

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DOLLAR STEAMSHIP LINES
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An interesting book of Cartoons depicting "Happenings" on the China Coast cleverly drawn by
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BREWER & CO., WHITEAWAY, LAIDLAW & CO., LTD.
& EXCELSIOR BOOK STORE
and at the Publishers
THE NEWSPAPER-ENTERPRISE LTD.
CHINA MAIL BUILDING WINDHAM STREET

struction in the growth of winter beans for ploughing under the soil in the Spring as green manure. The results are being immensely appreciated by the majority of farmers, for the good seeds, together with the green manuring, have increased the yield from three or four piculs per mow. The first co-operative credit society will soon be established in a village near Tungshan; and this will solve the farmers' financial difficulties. In addition, an irrigation work is being carried out near Tungshan, and shortly more than 2,000 mows will become fertile arable land.

News in Brief.

Friends of Mr. Robert Vallarino, the Panama Consul-General, will learn with pleasure that he is now convalescing after undergoing an operation in the Peak Hospital.

Judgment was entered against the Chinese business woman, Mak Ying, yesterday in the Supreme Court by Sir Joseph H. Kemp, K.C. In the case in which Mak Ying was sued by the Ho Shing firm for the recovery of \$2,200. His Lordship held that the woman was not a manager but partner in the Ying Fat Bank.

The s.s. Venezuela was yesterday sold at auction to Mr. Yip Wing-kwok, of 31, Bonham Strand. Bidding started at \$200,000, and within a few minutes reached the purchase price of \$225,000. Conditions of sale stipulate for the delivery of the ship within three days. Mr. Yip declared after the sale that he had no immediate plans regarding the vessel, but would probably decide within a few days.

As the result of falling into the harbour from the Praya off Whity Street, a Chinese was yesterday removed by the West Point Police to the Government Civil Hospital suffering from the effects of immersion. At the hospital it was ascertained that the man was Fung Leng-ho (26) of 28, Shekung Street, Kowloon City. He is not yet well enough to give an explanation as to how he got into the harbour.

MISS RUBY HARPER.

BIRTH CELEBRATION DINNER.

Mr. and Mrs. Andrew Harper entertained over one hundred friends at the Tai Koon Restaurant, Yaumati, last night, the occasion being the celebration of the birth of their second daughter, Ruby.

The evening proved to be a very happy re-union, many of the guests meeting again after several years. The scene throughout was a most animated one.

A troupe of Chinese actors entertained the guests prior to dinner being served. Later the customary toasts were exchanged, and at the conclusion of the evening Mr. Kiley voiced the thanks of the guests to their host. Mr. Harper replied in characteristic manner.

CHINESE WIVES.

PROVISION FOR ADMISSION TO UNITED STATES.

By an Act of the Congress of the United States, approved June 13, 1930, it is now provided that Chinese wives of American citizens, who were married prior to the approval of the Immigration Act of 1924, which was approved May 26, 1924, may now receive visas to proceed to the United States, provided conclusive proof of the marriage occurring prior to May 26, 1924 is submitted.

The procedure connected with the application requires that the husband execute a petition in which the essential facts of his citizenship and marriage are set forth, and to which there are attached the affidavits of two American citizens attesting to the truthfulness of the statements made therein. This petition is then forwarded by the applicant to the Commissioner General of Immigration of the Department of Labour, who is empowered to approve or disapprove of such petition. If the petition is approved it is so endorsed and forwarded to the American Consulate General and is the authority for the issuance of a visa to the wife of the petitioner.

The regulations state that the two citizens attesting to the petition must be residents of the United States.

The petition must be executed before an American Consul if the husband is abroad and must then be forwarded by the petitioner to the United States for completion.

NANKING PLANS A NEW ATTACK.

Big Offensive to Be Launched Against Shansi

EVACUATION OF CHENGCHOW.

Canton, Yesterday. With the occupation of Lushan, in the heart of Honan, on August 24, the Nationalist left wing are now pushing in two directions to Paofung, and the other to Monk Ridge, via Yushien—with the object of cutting the rebels' communications between Hsueh-chang and Chengchow on the Ping-Han line.

The Nationalists' centre column have advanced as far as Big Rock Bridge. General Ho Ching-chun, C-in-C. of the 3rd Army Corps, who proceeded to the Ping-Han front on August 24, personally directing the operations, has ordered his forces to capture Hsueh-chang with the least possible delay.

In order to facilitate the direction of the campaign, the G.I.Q. of the 3rd Army Corps have been removed from Chumtien to Luohu.

Big Offensive.

After an interview with Marshal Chiang Kai-shek, the tactics drawn up to launch a big offensive against the Shansi insurgents in Tehchow have been adopted by General Han Fu-chu, C-in-C. of the 1st Army Corps. General Han will hereafter take charge of the military affairs on the Tsin-Pu line.

His forces of the 1st Army Corps assisted by another contingent of National troops are now advancing toward their designated positions, according to plans, and new development is expected shortly.

Besides leaving a portion of National forces to assist General Han Fu-chu on the Tsin-Pu line, the rest are now continually pouring into the Lung-Hai line. Yesterday witnessed the transport by train of a contingent of the 13th division under Hsia Tao-yan from Tsinan to the south. According to military circle, the National troops on the Tsin-Pu line will be concentrated on the Lung-Hai line within a week, when the order of opening hostilities on a large scale on Kalfeng and Chengchow will be issued.

Doubtful Troops.

Acting under orders, General Chen Cheng has led the Central forces of his division from the Tsin-Pu line to the western sector of Shantung, in order to combine with the Shantung forces under Chen Tiao-yuan for a clearance of Shih Yu-san's remnants in that sector.

Before carrying out the next stage of an offensive against the rebels, Marshal Chiang has, the report says, intended to recall some divisions of the Nationalists from the Tsin-Pu front for the early extermination of the doubtful troops under Koo Kwei-chu in Chucheng, east Shantung; under Shih Yu-san in west Shantung and under Sun Tien-ying in east Honan.

The latest report has it that the National General Ma Hung-kuai has succeeded in capturing over 1,000 rebels under Koo Kwei-chu, who attempted to escape from Chucheng which has been in a state of siege since the last 10 days.

On the Lung-Hai Line.

The concentration of large contingents of Nationalists on the Lung-Hai Line indicates the determination of Marshal Chiang for the early capture of Kalfeng and Chengchow. It is generally believed that with the heavy pressure of such a big body of Nationalists, including those transferred from the Tsin-Pu line, it would prove too stout for the Kuomin-chun to resist, and so the evacuation of Kalfeng and Chengchow is imminent as soon as the Nationalist general attack begins.

TROPICAL LONDON.

ALMOST HOT ENOUGH FOR TOEES!

OVER 90 IN THE SHADE.

Rugby, Yesterday. After weeks of unsettled weather the greater part of England to-day and yesterday has been sweltering in a heat wave. The shade temperature at three o'clock yesterday afternoon in London was 86°, and to-day at the same hour was 92 degrees. This has been the hottest August day since 1911, when a record temperature of 100° was reached at Greenwich on the ninth.

There have been only five other Augusts this century in which London's temperature went into ninety, and in only two of these was such extreme of heat registered as late in the month as August 27.—British Wireless Service.

POSED AS P.C.?

PRIVATE WATCHMAN AND BRIBERY.

APPEAL AGAINST CONVICTION

Yesterday afternoon Mr. H. R. Butters heard evidence in the case in which a private watchman employed by the Banque Franco-Chinoise is charged on seven counts of obtaining bribes from various hawkers by posing as a member of the Police Force. At the conclusion of evidence, his Worship convicted and imposed a fine of \$200 or three months' hard labour for impersonating a Police Officer, and six months' hard labour, without the option of a fine, for taking bribes. The jail terms are to run concurrently. Notice of appeal was given by Mr. A. E. Hall, who appeared for the defence.

The prosecution's case was that accused approached a fruit hawker in Wellington Street at 6 p.m. on August 17. He asked the price of pears and agreed to buy a catty for 20 cents. Then he changed his mind and, saying that he was a member of the Police Emergency Squad, demanded 20 cents from the hawker. The latter paid the money and then followed the accused until he saw a Chinese constable, to whom he laid a complaint.

When the constable questioned the accused he said that he was stationed at Central Station. The constable replied that he, too, was from Central, and he did not recognise the accused. With this he took accused to the station, where he was searched. Subsequently, when accused's arrest became known to other hawkers, six other men went up and laid further charges against the accused of obtaining bribes from them on the pretext of being a policeman. All these six offences were stated to have been committed during the week previous to August 17.

SUB-ATOMIC ENERGY

A VAST STOREHOUSE WHICH CANNOT BE TAPPED.

If scientists ever discover the key to sub-atomic energy it will be possible to carry in a tank a year's supply of fuel for a great generating station of anything up to 100,000 kilowatts capacity.

Professor A. S. Edington, Plumian Professor of Astronomy at Cambridge University and director of the observatory there, made this promise when addressing the World Power Conference. He declared that if the secret were ever discovered it would mean supplies of energy so infinite that the idea of fuel economy was not to be thought of.

The energy existed in everything we handled, and the fuel in the tank might be water, or anything else that was handy. Some secret store of energy must be feeding the stars; otherwise they would have been dead and cold long since. It seemed plain, therefore, that the "cup of water" maintenance was in operation in the stars.

Professor Edington estimated that in order to tap a large supply of sub-atomic energy, matter would have to be heated up to a temperature of 40,000,000 degrees (Celsius), and, if this was so, he added the chances of making a commercial success of it were not very promising.

Ten Years Ago.

(From the "China Mail," August 23, 1920.)

To-day's dollar is worth 4/3 1/4.

That there is a crisis imminent amongst the officers and engineers in the ships of the three big companies seems apparent when it is remembered the demands that were made by the China Coast Officers' Guild and Engineers' Guild for a 50 per cent. increase in salaries all round has not been met.

It is to be hoped that the present unrest amongst the floating staffs of the various companies will be amicably settled for there is little doubt that the Guilds will be prepared to force the issue in the event of need.

Ten Years Hence.

(From the "China Mail," August 23, 1930.)

The Kwangtung Provincial Government has convened a conference of officials and representatives of the Treaty Powers to concert joint measures for the effective suppression of piracy in South China.

Following on the arrangements for a typewriting contest in the Colony comes the intimation that another competition is to be held to decide who is the best short-hand writer locally.

POLICE STATION TRAGEDY.

ALLEGED GRUDGES BY EUROPEANS.

Statements by Assailant.

At last a possible reason for the Lok Ma Chau tragedy has been suggested by an Indian witness, Santi Singh, the Indian interpreter at the station. He produced two English translations of statements made by the "amok" (Dalip Singh), in Hindustani, in reply to charges made against him by the Officer-in-Charge, Sergeant Madgwick, and by the A.S.P., New Territories (Mr. W. le Bart Sparrow). Dalip Singh's reply to both these charges contained an allegation that the European Officers concerned bore grudges against him.

SIKH A.S.P. BLAMED.

Santi Singh also disclosed that Dalip Singh complained about his transfer back to Lok Ma Chau on the very day of his arrival there, and blamed the Sikh A.S.P. (Mr. Mohindar Singh) for it, saying: "He transferred me of his own accord." Another disclosure made by Santi Singh was that as the result of his complaint Dalip Singh was sent a few days later to interview the D.S.P., Kowloon (Mr. Burlingham) and later came before the I.G.P. (Hon. Mr. E. D. C. Wolfe, C.M.G.) who ordered Dalip Singh to subscribe \$25 to the Sikh Temple, failing which he would be dismissed. The I.G.P. refused to reconsider the matter of Dalip Singh's transfer to Lok Ma Chau.

Santi Singh concluded his evidence by saying that every one knew that Dalip Singh had a grievance, but, apart from the statements he had produced, witness had no complaint by Dalip Singh against either Sergeant Madgwick or his murdered comrade, Chajji Singh.

Houseboy's Version.

At the resumption of the Inquiry, the Coroner re-called Sergeant Madgwick's houseboy. This was because of discrepancies occurring in the Indian station guard's testimony when compared with that of the "boy." Replying to a number of questions, the houseboy declared that when Dalip Singh got into the compound he had his revolver in his holster. It was by way of the right hand flight of steps that Dalip Singh got into the station. Then he turned to the left toward the inner flight of steps up which he climbed. It was not true, witness said, that Dalip Singh went up the outer staircase.

Coroner: The station guard said he fired six shots at the "murderer" (as you call him) as he crossed the compound?—I did not see the station guard fire a single shot.

Had he done so would you have seen him?—I would have.

Relying to other questions, witness said that between 4 and 4.30 that afternoon he was still in the kitchen, and, in the next half-hour, was in or out of that room. About 4.30 he went into the dining-room of the Officer-in-Charge. At that time, there was no machine-gun in the first floor passage, but it could have been there in the next half-hour without seeing it.

Witness was quite certain that five shots were fired outside before the murderer ran into the compound. These shots were fired at short intervals. Had the station guard fired six shots with his revolver as he stated, witness would have heard them. He did not hear such shots, nor did he catch sight of the station guard again after he ran in through the back door.

Foreman of the Jury: You did not notice the back door was closed before you went into your room?—No.

Unheeded 'Phone Calls.

Answering other questions by the Foreman, witness stated that he heard the telephone bell in the charge room ring a number of times. Nobody appeared to have attended it the first time, and witness was sure it went unheeded the next two times it rang. Then, when he heard a voice, he recognised it as that of the Indian Lance Sergeant (Jewan Singh) speaking at what witness took to be the telephone. It was speaking in Hindustani, and witness could only discern two sentences spoken in "Cantonese," as saying: "Get the interpreter, get the interpreter!"

Witness was quite sure that it was after dark when he heard the voice. He would say that it was not very long after the first shot was fired, when the telephone bell rang. Twenty minutes later, shots were fired again.

Crown Sergeant Mantan Singh said that he had been stationed at Lok Ma Chau since November.

last and was the senior Indian officer there. When the shooting commenced he was in the married quarters. He heard two shots in quick succession and then a third from the direction of the station. Putting on his boots and arming himself he went out. By this time the alarm was sounding. He met the Officer-in-Charge of the station and handed over his rifle and ammunition to Sergeant Madgwick. They then made their way towards the station and got up to as far as the compound wall.

Shots from the Station.

Coroner: On the way up were you fired at?—Yes.

Where were the shots coming from?—From inside the station.

How do you know the shots were fired at you then?—Because the bullets passed near the Officer-in-Charge.

Did you hear them?—Yes.

What happened after the Officer-in-Charge crept up behind the wall?—Then another shot passed by the Officer-in-Charge, and he fired a shot in return.

Could you see what he was doing?—He was firing.

Could you see?—Yes.

You saw him exchange shots with someone?—Yes.

Did you see who it was?—No.

It was someone inside?—Yes.

Witness then returned to the married quarters and later he was ordered by the Officer-in-Charge to go to Sheung Shui for assistance. This was about 5.10 or 5.15 p.m.

Then did you return later with the relief party from Sheung Shui?—Yes.

What time did you get back?—About 6 p.m.

Answering another question witness said that in all he heard about 14 shots fired.

Can you distinguish, after your many years' service, between a rifle and revolver shot?—A rifle shot gives a louder report.

Did you hear any shots whatever that sounded like revolver shots?—I did not hear any revolver shots.

Then they all sounded like rifle shots?—Yes.

Dalip Singh's Demeanour.

The witness was then questioned as to Dalip Singh's demeanour and like previous witnesses he intimated that he noticed nothing unusual with Dalip Singh. He did not hear Dalip Singh express dissatisfaction at having been sent back to the New Territories.

Mr. King: Where were you when the men came out of the barracks room—the four men inside the station?—was in my quarters.

What made these men come out of the station?—I don't know why they came out of the station.

Coroner: You heard no orders called out to them?—I heard the European Sergeant call out orders to the interpreter in English.

Then it was in consequence of orders given through the muach (interpreter) that they came out?—Shouts came from the station first.

Mr. King: What was the shout?—It was the voice of B722 (Dalip Singh) did?—No.

Was all quiet and normal when you handed over to B722?—Yes.

And you then went down to the Married Quarters?—Yes.

To sleep, or what?—I did go to sleep.

What aroused you?—I was aroused by my wife and the Sergeant's wife shouting that the alarm was sounded and shots were being fired.

This was about 5 p.m.?—Yes.

Heard Shots.

Did you hear shots fired?—Yes.

Then the Officer-in-Charge, I think, came in?—Yes.

I understand you were sent off to work round to the east of the station?—Yes.

Did you work your way to about half way up?—Yes.

Could you see the front of the station?—No, I did not go as far as that.

How far did you go then?—About 100 yards to the east of where I started.

Did you hear more shots?—Yes.

Did you see anyone fire?—No.

Did any bullets come near you?—Yes, one whistled by. I fired one shot.

Indian Interpreter's Evidence.

P.C. B84, Santi Singh, Indian interpreter at Lok Ma Chau Police Station, was next called. He said that he had been nearly 8 years in the Force, and held a full certificate in English. Since February he had been station interpreter at Lok Ma Chau.

Coroner: Did you know Dalip Singh at all well?—I became acquainted with him only after he came to Lok Ma Chau.

Did you act as interpreter for him when he made a complaint to the Officer-in-Charge?—Yes.

When?—On the very day of his transfer to Lok Ma Chau.

What was his complaint?—He wanted to know why he was transferred to Lok Ma Chau again.

You mean that his complaint was one of unfair treatment, being transferred back so soon?—Yes.

Who did he blame for it?—The A.S.P., Mohindar Singh, saying "He himself sent me back."

Surely an Indian A.S.P. cannot transfer without reference to a superior?—I don't know.

Dalip Singh said "He transferred me of his own accord."

Do you know what action was taken on that complaint?—He was sent a few days later to Tai Po to see the A.S.P., New Territory (Mr. W. le Bart Sparrow).

Did you see him when he came back?—No, I was in my quarters.

Did you hear anything from him after?—No.

Nothing at all about this interview?—Except that he had seen the D.S.P., Kowloon (Mr. Burlingham) who had promised to see the I.G.P.

Later he came to Hong Kong to see the I.G.P.?—Yes.

When he came back, did he seem satisfied?—He appeared to be satisfied.

\$25 to Sikh Temple.

Did he tell you anything?—He said that the I.G.P. told him to subscribe \$25 to the Sikh Temple, otherwise he would be dismissed. As for being transferred back from Lok Ma Chau that could not be arranged.

Was this \$25 subscription to the Sikh Temple in the way of punishment?—I don't know.

Here Mr. T. H. King said that that related to a gambling case in the Central Station. Dalip Singh and another man were concerned. The matter went before the I.G.P. and certain decisions were made, a part of which was that Dalip Singh was transferred to Lok Ma Chau. Then the I.G.P. went up North and the case was left in abeyance until his return when it was revised, and Dalip Singh and the other constable were both required to subscribe \$25 to the Sikh Temple.

Coroner (to witness): Did he tell you he had to pay \$25 on account of a gambling case?—Yes.

Do you remember about when this interview with the I.G.P. was?—About 20 to 25 days after his transfer.

Mr. King: The decision was made on July 8.

Coroner (to witness): Was it not, in fact, about ten odd days before the tragedy?—More, I think. I am not sure.

On July 21 you were on duty as station guard from 3 to 4 p.m.?—Yes.

Under The Tree.

That afternoon, before 4 o'clock, I think B543 (Dalip Singh) was sitting under the tree by the compound gate?—Yes.

Anyone else?—Yes, B722.

From what time, onward?—From 2.30.

Anyone else there?—L/S. B349.

Surely, he went to bed at 2.30?

—They were going and coming.

The Sergeant said he went to bed at 2.45 until the time of the trouble, do you say that is untrue?

—He was there about 2.15 or 2.30.

We are talking about after 2.30.

Do you say he was there after 2.30?—I did not pay much attention.

What did he shout?—At first I could not distinguish the words.

He shouted a second time "We are alive. We want to come out." B543 has been killed by B543.

Allegations Of Spite.

Santi Singh produced two statements which he said he had transcribed from reports made in Hindustani by Dalip Singh in answer to charges made against him.

Answering, a charge preferred against him in July, a few days before the tragedy, by Sergeant Madgwick, Dalip Singh alleged that the Sergeant had a spite against him. The decision of this report had not been received by him on the day of the shooting.

The other statement was in answer to a charge made by the A.S.P., New Territories against Dalip Singh in June. It also contained no allegation of spite against him.

The New Moon—Selection (Romberg).

Evelyn Laye and Male Chorus (2751).

Waldeufel Memories—Fantasia (Flack).

Herman Finck & Orchestra (9830).

Daddy, The M.P. ... Billy Bennett, Comedian (5649).

Nights of Fragrance (Zehrer).

Vincent, New Concert Orchestra (9890).

The New Moon—Waiting for You, The Girl on the Prow, Evelyn Laye and Chorus (9762).

Clarinet Concerto (Ward).

Band of the Guards, Republicans of France (9899).

The New Moon—Organ Solo by Terence Casey (5626).

Echoes of the Valley (Comin).

The Merry Brothers, The Bournemouth Municipal Orchestra (9821).

Lilac Time—Vocal Gems, Columbia Light Opera Co. (9580).

Mignon—Overture (Thomas).

Milan Symphony Orchestra (9769).

8 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report and Local Time.

10 p.m.—Studio Concert continued.

The inquiry was adjourned to Friday at 2.15 p.m.

E. ZIMBALIST.

GREAT VIOLINIST COMING TO COLONY.

UNBOUNDED GENIUS.

NEW ADVERTISEMENTS.

HONG KONG PHILHARMONIC SOCIETY.

THE First CHORUS Rehearsal for "THE YEOMEN OF THE GUARD" will be held at the CATHEDRAL HALL on THURSDAY next, September 4, at 8.45 p.m. Members of the Society and others who are interested are requested to attend on that date.

H. J. BEST,

Hon. Secretary.

Hong Kong, August 28, 1930.

HONG KONG FOOTBALL CLUB.

THE FIRST PRACTICE for the coming Season will take place on the Club ground on TUESDAY, September 2nd, at 5.45 p.m. All those interested are requested to attend.

H. M. McTAVISH,

Hon. Secretary.

Hong Kong, August 28, 1930.

NOTICE.

CRICKET!

We have just received our season's consignment of Cricket Bats, including the following:—



GUNN & MOORE'S
"AUTOGRAPH"
GRADIDGE'S
"IMPERIAL DRIVER"
M.C.C. CAYS
"BARRIER" &
"COLONIAL,"
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"HERBERT SUTCLIFFE"
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"PASTY HENDREN"

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Office: 2nd Floor. Phone 24077.
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Another
Gene Austin
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Hit

Here's some more of that mellow-voiced melody by Gene Austin, singing "Absence Makes the Heart Grow Fonder for Somebody Else." A hit that will make a hit with you. Also "Rollin' Down the River" by this same popular artist—a number you won't want to miss. Let us play them for you.

Absence Makes the Heart Grow Fonder for Somebody Else
Rollin' Down the River (Featured in Connie's Revue,
"Spades Are Trump")
No. 22451, 10-inch

The Toy Town Admiral
Searching for You in My Dreams
GENE AND GLENN (Juke and Lamp)
No. 22396, 10-inch

Cheer Up—Fox Trot (Good Times Are Comin')
Swingin' in a Hammock—Fox Trot
LEO REISMAN AND HIS ORCHESTRA
No. 22453, 10-inch

If You're Not Kissing Me—Fox Trot (from Metro-Goldwyn-Mayer picture, "Good News")
NAT SHILKRET AND THE VICTOR ORCHESTRA
You for Me—Fox Trot (from Tiffany picture, "Sunny Skies")
THE HIGH HATTERS
No. 22450, 10-inch

If I Could Be With You One Hour To-Night—Fox Trot
Zonky—Fox Trot
MCKINNEY'S COTTON PICKERS
No. 22418, 10-inch

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ALL THE MUSIC YOU WANT
WHEN YOU WANT IT
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VICTOR RECORDS

Sport Columns

KENT IN A GOOD POSITION.

Freeman Takes Five Wickets.

TOURISTS: 181.

Canterbury, Yesterday. After their surprising result at Bristol, the Australians met Kent to-day.

Taking first use of the wicket the tourists failed before the bowling of Freeman, and it was only due to contributions of 45 from Richardson and Hurwood that the total reached 181. "Tich" Freeman captured half the wickets for 78 runs.

Kent scored 87 for the loss of 4 wickets before the close of play thus being 94 runs behind with six wickets in hand. Scores:—

Australians: 181.
Kent: 87—4.
—Reuter.

EBOR HANDICAP.

RESULTS OF GREAT YORKSHIRE RACE.

A DEAD HEAT.

Rugby, Yesterday. The Race of the Ebor Handicap, one of the great races of the year for Yorkshiresmen, was run at York. It resulted in a dead heat between Mr. Arkwright's "Gentleman's Relish" and Sir Hugo Hirst's "Coaster." Sir H. Werner's "Brown Jack" was third, half a length away.

Prices were:—20 to 1. "Gentleman's Relish," 100 to 8 "Coaster," and 13 to 2 "Brown Jack."—British Wireless Service.

Our Sports Diary

LOCAL.

Water Polo—To-morrow—Division I.—V.R.C. v. Chinese Bathing Club.

Monday—Division I.—Navy v. R.A.

Wednesday—Division I.—Chinese Athletic v. V.R.C.
Baseball—Saturday—South China v. Filipino Club.

Sunday—Japanese v. Texaco.

Lawn Bowls—Saturday—Division I.—C.S.C.C. v. C.C.C.; Club de Recreio v. K.B.G.C.; Division II.—K.C.C. v. Taikoo R.C.

Racing—September 27—Seventh Extra Race Meeting, October 10 and 11—Eighth Extra Race Meeting.

Football—September 2—H.K.F.C. first practice, Club ground, 5:45 p.m.

September 27—Chinese v. Rest of the League; Happy Valley.

October 1—Entries close for Challenge Shield.

Aquatics—August 31—Entries close for V.R.C. Night Fete, 6 p.m.

September 6—Entries close for Police Reserve Race at Police and Prison Departments aquatic sports: V.R.C. Night Fete.

September 13—Police and Prison Departments Aquatic Sports, V.R.C.

Polo—September 20—Gymkhana, Polo Ground.

Rowing—September 22—Trevesa Trophy, 4 p.m.

HOME.

Football—Saturday—English League Football commences.

Racing—September 10—St. Leger, Doncaster.

September 12—Doncaster Cup.

NEW
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AT
KASHMIR
SILK STORE

ATHLETIC MEET IN UNITED STATES.

Mile Relay Race Won by British Empire.

RECORD MEETING.

Chicago, Yesterday. The following are the results of the athletic meeting held here between the British Empire and the United States:—

400 Yards Relay Race—Won by the United States. 1, Eddie Tolan; 2, George Simpson; 3, Russell Sweet; 4, C. Yeland. Time: 37½ seconds.

Mile Relay Race—Won by the British Empire. 1, Wilson (Canada); 2, Waiters (South Africa); 3, Brangwyn (Britain); 4, Goulding (Australia). Time: 3 min. 16.6 sec. and 4 min.

400 Yards Hurdles Relay Race—Won by the United States. 1, Steve Anderson; 2, Charles Caster; 3, J. H. Hatfield; 4, Lee Sentman. Time: 59.5 sec.

Earlier News.

The Rotary Club gave a luncheon to the United States and British Empire athletes participating in an international contest in Chicago to-night.

The Empire athletes were chosen from the competitors in the Empire Games at Hamilton (Canada).

While most of the British experts only hope to tie, the Americans concede that the Empire has a great chance of victory.

The friendly spirit surrounding the Empire Games at Hamilton has been brought to Chicago. An instance of this was when the British manager found one of the American shot-putters coaching a member of the Empire team.

Following the success of the Empire Games at Hamilton, the Dominions delegates have unanimously agreed to form an Empire Sports Federation to perpetuate the games, and this has undoubtedly drawn Britain and America closer together in the athletic sense. It is understood that the authorities have done their utmost to impress on the American team that this is an occasion for cementing their friendly contact with the flower of the British race from all over the Empire.—Reuter's American Service.

LAWN BOWLS.

SEMI-FINAL OF SPEY ROYAL CUP.

In the semi-final of the Spey Royal Cup Kowloon Dock R.C. defeated the Club de Recreio on the K.C.C. green by 26—15.

Scorers:—Kowloon Dock: Recreio, W. Hedley (H.A. Alves); W. Greig (L.C.R. Souza); F.C. Goodman (C.G. Silva); R. Lapsley (R.F. Luz); (Skip) ... 26. (Skip) ... 15.

Kowloon Dock R.C. are now in the final. The Taikoo R.C. and the Craigengower C.C. have still to play, the winner of which will meet the Electric R.C. to decide the other team for the final.

WATER POLO.

COMFORTABLE WIN FOR SOMERSET.

The Somersets, by virtue of superior weight, managed to defeat the China A.A. team in a water polo match at the V.R.C. last night. The score was four goals to one.

The Chinese opened the scoring, but at the interval the soldiers led by 2 goals to one. They put on two more in the second half, showing a superior combination, although the Chinese were actually the speedier side.

TENNIS.

SECOND ROUND OF HONG KONG DOUBLES.

Playing in the second round of the Hong Kong doubles yesterday at the Hong Kong Cricket Club, McLean, R. Thorncroft and P. Armstrong (1/2) beat J. C. Armstrong and G. E. Marton (1/2) 6-3, 6-3, 6-3.

ROUND THE CINEMAS

VIRTUE TRIUMPHS AT THE QUEEN'S.

"THE BIG PARTY."

The best thing one can say about "The Big Party," now showing at the Queen's, is that it may be all right, for those who like this sort of thing. By which is meant the story of an extremely poor but incontestably virtuous shop girl with a good figure, who, through no fault of her own, finds employment in a cloak and suit shop run by two Jewish gentlemen. It is eventually discovered that her figure is just what was needed to show off gowns to "out-of-town buyers"—and there you are.

The young lady has a beau. He is also poor. So it is only to be expected that a wealthy backer of the firm will offer her the use of an "apartment" which she accepts. These poor and honest girls seem to be amazingly simple. The rest of the plot can be imagined. The same sort of thing used to thrill factory lasses 25 years ago, or more.

In the course of the film we are shown rather "intimate" scenes in the domestic life of three young ladies; although they hardly seem necessary to the action. The best moments come from the cross-talk between the two Jewish partners, who are really funny: "Whispering" Jack Smith, famous on the gramophone records, is also introduced, and sings a couple of songs which hardly enhance his reputation. They deal with love, and bluebirds grey skies, and sunshine, of course. And needless to add, virtue emerges triumphant. And that's that.

Fine Derby Film.

Although not the "star" attraction, the sound film of the 1930 Derby struck the writer as being far more impressive. Here we have all the ingredients necessary for big "splash." Drama, action, colour, thrills, and genuine human appeal, helped out by some really superb camera work, and a very happy and typical selection of "shots." The race itself is finely depicted, and it is a pity the film is not longer. Movietone News rounds out the bill.

"THE FOUR FEATHERS."

Paramount's "The Four Feathers," the new triumph of the screen, is showing to good houses at the Central Theatre. It is a sensational successor to "Beau Geste." Supreme in story, perfect in photography, admirable in direction, this new story of British army life in Africa does not need dialogue to enhance its greatness.

A superb cast, which includes Richard Arlen, Clive Brook, William Powell, George Fawcett, Fay Wray and others, forms a moderate size directory of blue book screen talent. Lothar Mendes directed with Cooper and Schoedsack, and A. E. F. Mason's narrative is charmingly elaborated.

African wild animals are used with terrific effect, and the magnascope draws the battle scenes up to the magnificent proportion.

We are moved to congratulate all concerned and to endorse this as one of the most entertaining motion pictures in the history of the screen.

"The Four Feathers" is attraction enough for anybody's money, and its vital drama is so intense that it would carry any audience to complete state of satisfaction.

FALL INTO NULLAH.

THEORY OF CAR ACCIDENT NOW DISCOUNTED.

With reference to yesterday's report about a Chinese named Wan To-wei (52) of Shiu Un Shan village, Tai Po, being found unconscious on the main road suffering from injuries believed to have been received through being knocked down by a motor car, a paragraph appeared in to-day's Police morning reports discounting this theory.

It stated that it has since been ascertained from a statement which Wan made to the Police in hospital, that he had fallen into a nullah when jumping aside to avoid a motor car which sounded its horn behind him. In spite of being injured, he managed to climb back to the road where he became unconscious and was later discovered.

Wan is now making good recovery in hospital.

As the accident occurred at 8 a.m. on Tuesday, it was possible that on account of the darkness, the driver of the car did not see Wan fall into the nullah and, consequently, did not stop.

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From Per
FRIDAY, AUGUST 29.
U.S.A., Canada, Japan and Shanghai (Seattle, August 9) President Madison
Shanghai and Amoy Nanchang
Japan and Shanghai Kashmire
Calcutta and Straits Ho Sang
SATURDAY, AUGUST 30. Sunning
Shanghai & Swatow
SUNDAY, AUGUST 31. Tjisondar
Shanghai and Amoy Tjisondar
MONDAY SEPTEMBER 1. Berrima
Straits G. Metzinger
Saigon Manila President Cleveland

OUTWARD MAILS

For Per
THURSDAY, AUGUST 28.
Swatow Hydrangea 3 p.m.
Manila Empress of Canada 3.30 p.m.
Samshui & Wuchow Tai Ming 4 p.m.
Shanghai, Japan and Europe via Siberia
Kashgar Registration Aug. 28, 5 p.m.
Letters 6 p.m.
FRIDAY, AUGUST 29.
Saigon, Ceylon, India, Mauritius, E. & S. Africa and S. American Ports La Plata Maru 9.30 a.m.
Swatow, Amoy and Foochow Hai Ning 2 p.m.
Haiphong Canton 2.30 p.m.
Amoy Ho Sang 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Kashmire (Due Marseilles, Sept. 27.)
G.P.O.
Parcels Aug. 29, 4.30 p.m. Parcels Aug. 29, 5 p.m.
Registration Aug. 30, 9 a.m. Registration Aug. 30, 9.45 a.m.
Letters 10 a.m. Letters 10.30 a.m.
SATURDAY, AUGUST 30. President Madison 4.30 p.m.
Amoy Ankang 5 p.m.

*Superscribed correspondence only

PEKING RAIDED.

NATIONALIST PLANES DROP BOMBS.

PUBLIC INDIFFERENT.

Peking, Yesterday.

Two Nationalist aeroplanes from Tsingtau raided Peking this morning and dropped a number of small bombs at Kunmingtang, which is the headquarters of the "Enlarged Plenary Session" of the Central Executive Council of the Kuomintang; also on an island in the Forbidden City where the Emperor Kung Hsu once lived, and on the headquarters of the Committee of Public Safety.

According to the Chinese authorities, six bombs were dropped, of which one exploded. This fell on the pathway just outside the old Directorate General of Posts, inside the Chienmen Gate, making a crater three feet deep and six feet wide. It smashed the windows and wrecked furniture stored there, but there were no casualties.

Mr. Nixon, the Postal Commissioner, coming from an adjoining room, picked up a handful of shell splinters.

The populace showed no panic, and appear utterly uninterested. It appears there is some doubt whether the aeroplanes passed actually over the Legation Quarter, and it is uncertain whether any protest will be lodged with Nanjing.—Reuter.

CANTON'S ARMIES.

RECOGNITION OF GOOD SERVICES.

DIVISIONS PROMOTED.

Canton, Yesterday.

The 19th Route Army commanded by Chiang Kwang-nel is now reorganized, consisting of three armies, with two divisions in each army, two brigades in each division and two regiments in each brigade.

The 61st division is converted into an army with General Chiang Kwang-nel as the concurrent commander. Following the promotion of General Tsai Ting-kai to Army commander, the 60th division is also converted into an army.

Due to the above conversion and to the meritorious service of the Cantonese forces in participating in the recent northern campaign, all subordinates of the 60th, and 61st, Cantonese divisions have been promoted a step higher. Brigadier Generals Tai Chieh and Mao Weishou of the 61st division and Au Shou-nien and Shen Kwang-han of the 60th division have been promoted to the full rank of divisional commanders.

Besides the above mentioned two armies under the control of the 19th Route Army, the 3rd Training Division commanded by Chien Tai-chun will be converted into an army and placed under the direction of General Chiang Kwang-nel. —Canton News Agency.

PROFESSOR'S WILL.

"DRINK TO MEMORY ON STRONG ALE."

CURIOS REQUESTS.

London, Yesterday.

The executors of the late Professor H. H. Turner announce that he left directions that his body be dissected or otherwise used for the general advancement of science, and that his death should not be made the occasion for a religious service or other ceremony.

He also left a message to his friends hoping that some may care to drink a glass to his memory in any liquor they like, but his preference was strong ale.—Reuter.

[The death of Professor H. H. Turner, Professor of Astronomy at Oxford University, occurred at Stockholm on August 20.]

BRINGING UP FATHER

LIFE AMONG THE IGOROTS.

Philippine Mountain Dwellers.

INTERESTING CUSTOMS.

Far up in the mountains of the Philippine Islands live a hill people known as the Igorots. They are one of many tribes that inhabit the Pacific group, but they have little in common with the others, and have managed to live apart, retaining their peculiar customs and superstitions except when their powers that be call a halt on some that are not in keeping with modern law.

The history of these people is rather vague, but they are believed to be of Malay stock, and having to forage for their food, they were a primitive race up to the time of the American occupation.

TROUSERS NOT WANTED!

Although Baguio, and the country near by, is cold compared to the intense heat of the lowlands, the men wear little clothing, being content with a loincloth, popularly known as a G-string, and a bright headress; when pressed by the settlement leaders to wear more clothing they adopted a coat and hat to add to their abbreviated costumes, but soon to wear trousers. They will do out-door work, but much prefer to hunt with their long bows and arrows, rather than to work in the rice-fields, or mine gold in the valleys.

The woman wear brightly-coloured costumes of cloth which they weave themselves, and are fond of jewellery. The more prosperous ones wear bracelets of silver that cover their entire arms, and necklaces which are made from the gold found in the hills. It was these people who first discovered the gold that has added to the wealth of the mountain province, but they used it only to make ornaments, for in the barter and trade system, there was no use for money.

WOMEN'S RIGHTS.

Women are permitted much freedom in choosing a husband, but a childless woman must take her place among the men when they hunt in the forest, or share the heavy labour on the roads. Neither men nor women have ever been taught to act as servants and the foreigner must import the more docile races of Filipinos to solve his domestic problems.

The older and less civilized Igorots dislike the settlement and will not venture down unless for some special need or upon Thanksgiving, where for many years, the army has given the hillmen such a feast that few wish to miss. Barbecues and feasts draw the rudo and hungry folk from the furthest corner of the province, and the entire day is spent in games, dances, exhibitions, and feasting. Unlike to many of the primitive Filipino races, the Igorot is not a head-hunter, and is quite content to live in peace with his neighbours.

FOND OF DOG FLESH.

Few, if any, leave the mountains and they may eventually be absorbed under modern civilization, but it is slow business. They are very fond of dog flesh, and though forbidden by law to indulge in this practice, there are always a great number of fat hounds to be seen on Sunday mornings. The dog is beaten to death with sticks, as the Igorot believes that one killed in this manner will be more tender when slain in a more humane fashion.

EX-DICTATOR ILL

New York, Yesterday. A message from Lima states that it is rumoured Le Guia is dying, as the result of an attack of uræmia, from which he has long been suffering. An American doctor has been summoned to attend him aboard the cruiser—Reuter's American Service.

CUSTOMS TANGLE.

NANKING AND LENOX SIMPSON.

ANOTHER NOTE.

Nanking, Yesterday. It is reported that Sir Miles Lampson's reply to the Note of the National Government demanding the deportation and punishment of Mr. Lenox Simpson was received at the Foreign Office yesterday.

While its contents have not been divulged it is stated to be "highly unsatisfactory."

A meeting of the Foreign Relations Committee of the Central Political Council yesterday afternoon discussed the matter and it is stated that another Note will be addressed to Sir Miles Lampson, refuting the arguments advanced by him for refusing to take action towards the deportation of Mr. Lenox Simpson.—Reuter.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 28th August, 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Per year	Last dividend and when paid
Banks.						
Hong Kong Bank	\$ 1445	...	1445	...	Dec.	Interest 2% a/c 1930 Div. 2% 1930-\$16.15
Chartered Bank	...	...	162	...	Dec.	Final 1% bds 1930
Mercantile Bank, A&B	...	...	127	...	Dec.	Final 1% a/c 1930
Bank of Asia	...	...	121	...	Dec.	2% for 1930
Insurances.						
Canton Ins.	\$ 950	...	...	...	Dec.	Final 2% for 1929-\$15
Union Ins.	\$ 498	445	...	...	Dec.	Final 1% for 1929-\$2
China Underwriters	\$ 2.30	...	...	...	Dec.	None
China Fire Ins.	\$ 400	...	...	...	Dec.	Final 1% bds 1930
H. K. Fire Ins.	\$ 955	...	...	...	Dec.	Interest 2% a/c 1930-\$13
Shipping.						
Douglas	\$ 281	...	...	...	Dec.	Lost dividend for 1929
H. K. Steamboats	\$ 24.80	...	...	...	Dec.	\$1.50 for 1929
Indo-China (Pef.)	\$ 5	...	43	...	Dec.	1% for 1924-1925
" (Def.)	\$ 5	...	40	...	Dec.	Lost dividend for 1921
Shell Transports	...	...	87	...	Dec.	1% for 1929
Union Waterboats	\$ 5	...	32	...	Dec.	Interest 2% a/c 1930
Mining.						
Bengtss.	...	...	84	...	Dec.	Interest 15 centimes a/c 1930
Kailan Mining Ad.	...	...	...	...	June	Final 1% bds 1930
Langka	...	...	84	...	Oct.	Coupon No. 1 for year 1930-31
Shui Exploration	\$ 1.00	...	...	...	Dec.	None
" Loans	...	...	...	...	Dec.	Interest 2% a/c 1930
Rauba	\$ 32	...	...	...	Mar.	Interest 1% bds 1930
Tromch Mines	...	...	...	...	Dec.	Interest 1% bds 1930
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	\$ 166	...	166	...	Dec.	10% for 1930
H. K. & W. Docks	\$ 384	...	...	...	Dec.	Lost dividend for 1924
China Providents	\$ 51	530	...	...	Dec.	Lost dividend for 1923
Hongkew	\$ 260	...	...	...	Dec.	Final 1% 12/12/1930
N. Engineering	...	...	71	...	Dec.	10% for 1930
Shanghai Docks	...	...	118	...	Apr.	1% for 1930
Lands, Hotels & Buildings.						
H. K. & S. Hotel	\$ 10.05	10.70	...	...	Dec.	10 cents for 1930
H. K. Lands C/R	\$ 704	80	...	...	Dec.	Interest 2% a/c 1930
" X/R	...	...	75	...	Dec.	Interest 2% a/c 1930
" Rights	\$ 13	...	...	...	Dec.	Interest 2% a/c 1930
Shanghai Lands	...	...	167	...	Dec.	Interest 2% a/c 1930
Humphrey	...	...	16	...	Dec.	80 cents for 1929
H. K. Realities	\$ 9	01	0.10	...	Dec.	Interest 20 cents a/c 1930
Chinese Estates	...	...	87	...	Feb.	85 cents for year 1930-31
Cotton Mills.						
Evo Cottons	...	...	124	...	Dec.	Final 1% 2/2/1930
Shanghai Cotton	...	...	83	...	Dec.	Final 1% 10/10/1930
Zong Sings	...	...	92	...	June	1% for year 1930-3

MOTORISTS THIS IS YOUR PAGE



ONE of the outstanding characteristics of present-day business is the relative helplessness of the buyer in the face of the organised solicitation that seeks to attract his custom, form his tastes, and work upon his fears and prejudices.

There never has been a time when it was more difficult for the consumer of lubricating oil to choose intelligently or to know whether he is receiving his money's worth.

Everywhere the motorcar owner goes he is told to use this or that brand of lubricating oil because it is the best. He is told that such and such a brand is the most economical because it is the cheapest. Oil dealers and oil manu-

facturers work upon his fears and prejudices — their motive almost always being selfish.

A trial is, of course, the best test, but who except the enthusiast will take the trouble to test the many "best" brands of lubricating oil?

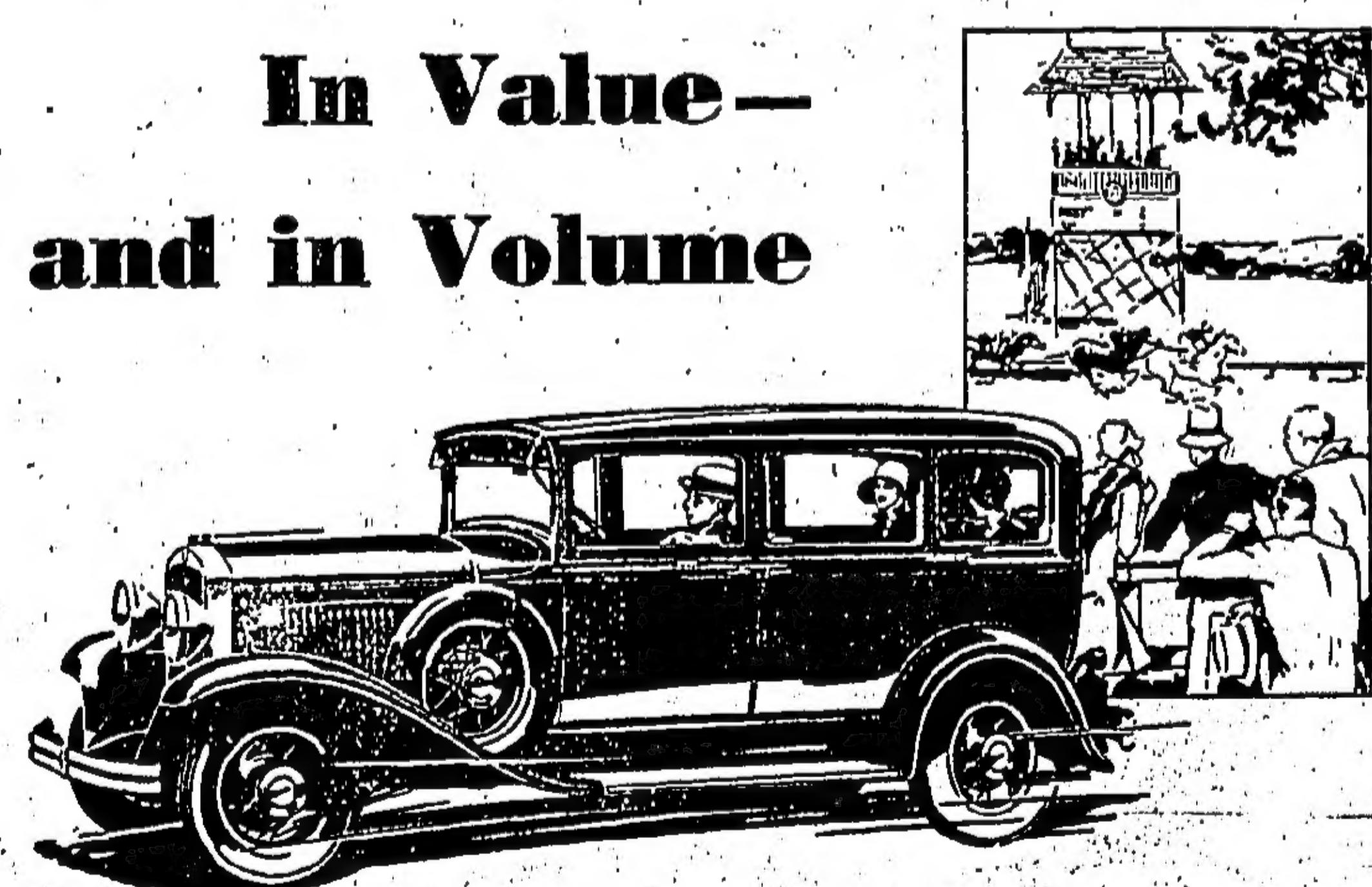
The oil endorsed, approved and recommended by over six hundred motorcar engine builders as the most economical and efficient, would seem to be the ideal lubricant.

If you do not use Gargoyle Mobiloil it might pay you to drain off the old oil while the engine is hot, and refill to proper level with one of the four grades of Gargoyle Mobiloil recommended as most suitable for your particular make of engine.

Vacuum Oil Company

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In Value —
and in Volume



WITH THESE FEATURES
Chrysler-designed, larger high-compression engine, using ordinary grades of fuel.
Safe, equalising, internal-expanding four-wheel
weatherproof hydraulic brakes.
Full-pressure lubrication — rubber engine mountings — counterweighted crankshaft — cam-shaft driven by silent chain — semi-automatic spark control — four hydraulic shock absorbers — fuel filter — air cleaner.

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TEL. 25974

TRIPLEX ARMOUR.

The Domain of Safety First.

Which of the old classical writers was it who used to describe to us, in our schooldays, how warriors wore armour of triple brass? I cannot for the life of me remember, but I recollect he used the word triplex in describing that which to-day we should allude to as laminated. Anyway, I thought of the writer quite suddenly when I was at King's Norton, near Birmingham, recently, and was walking through the big works in which hundreds of charming girls and some members of the less charming sex spend their working hours making a world-famous safety glass, writes Maurice Sampson, in The Autocar.

Not the classical writer's triplex, because no one could see through that, but the benevolent form of glass' construction which has undoubtedly saved more lives and prevented more serious results of accidents than any other invention connected with motoring.

A strange statement? Yes; but one made quite deliberately and after careful thought.

Triplex glass. Once the prerogative of the well-to-do man or woman who ordered a special body for a particular chassis, or who was prepared to foot a big bill for it as an "extra" over standard equipment, but now found as a regular fitting on cars sold at highly competitive prices.

Till a week or two ago I had never seen this safety-first material made up. Like thousands of others I had meekly accepted the fact that behind it I could not be beheaded or cut, or lose my sight through a flying splinter; but I had just taken all that for granted, and not worried overmuch as to the whys and wherefores. Now I have seen Triplex made, and, in spite of the apparent simplicity of the work, I am lost in wonder that the glass can be included in the specification of cars costing less than one hundred and fifty pounds complete. That this is possible is one of the greatest proofs of what can be done by mutual self-help and getting together in the automobile trade.

Of what precisely does Triplex consist? In essentials you take two sheets of glass, place a layer of celluloid between them, press them firmly together, seal the edges, and there you have a pane of Triplex! It all sounds uncommonly simple, but just try and do it, and you will soon be undeceived. To put it plainly and brutally, making this particular sandwich, and making it well, is devilishly difficult. The process involves much very costly plant, many exceptionally clever appliances, great skill, and, above all, most careful handling and con-

How it is Done.

The great bulk of the work is carried out by girls, and I take off my hat to King's Norton and its fair daughters for the care and skill the latter display in saving so many of us from risks we might otherwise run. Now let us consider the processes through which two sheets of glass and one of celluloid pass before the trio are united in the screen or a window of your or my car. This is what happens.

Raw glass is carefully examined. Glasses which possess defects are rejected.

The glass is cut into the required shapes.

The glass is fed through a machine, where it is washed, dried, and coated with gelatine.

The coated glass is dried under very carefully controlled conditions. The drying plant cost seventeen thousand pounds sterling.

A second coat of special dope is sprayed on and then dried.

Two coated glasses and a piece of shaped celluloid are then assembled and passed through a machine, where the surfaces to be united are spread with a suitable liquid, are brought into contact and the surplus liquid squeezed out.

The glasses so assembled are pressed up, many at a time, in a new form of multiple press. The product is now Triplex in its unfinished form.

After pressing, the pieces of Triplex are passed over a special machine, which removes the celluloid and adhesives to a suitable depth, preparatory to sealing the edges.

The edges are then filled with a bituminous compound to prevent the entry of moisture, and the sealing is complete.

The trade-mark is sandblasted on to the glass.

The glass is passed over special edge-grinding and polishing machines, and is finally cleaned, inspected and is ready for issue.

There, then, in a nutshell, you have the history of the birth of a sheet of Triplex safety glass. As I said, it all sounds very simple, but the care and skill demanded in the processes are extraordinary. In this connection I will tell you a little true story.

The Weekly Reward.

Every girl pressing the "sandwiches" competes for a weekly prize of ten shillings ever and above her pay-roll; this goes to the girl who has the lowest number of breakages to her credit — or perhaps I should say debit?

At the time of my visit I was introduced to the lady who was, by common consent, the champion, in that she had picked up the prize for a considerable number of consecutive weeks. In order to eliminate any chance that she was specially fortunate in her allocation of presses, the girls were periodically subjected to a sort of musical chairs; that is, they all went up one, so to speak, with the presses. Yet the champion remained undisputed, and week by week received her reward.

Shall I tell you why she wins so often? She does so by sheer skill in manipulating the steam pressure to squeeze the "sandwich" of glass and celluloid, and it is just by skill, and skill only, throughout the many processes, that the directors are able to avoid abnormal wastage and offer us Triplex so cheaply.

If skill flew out of the factory, the glass would fly all over the place. Most works can absorb labour from hundred and one other factories if need arises. The Triplex works cannot absorb labour. Everyone in the moment he or she arrives.

Another Difficulty.

Now, here is another little snag you would be up against if you thought that anyone could make safety glass. It is impossible to purchase guaranteed flawless plate glass. It is equally impossible to sell Triplex safety glass if the pane contains the slightest flaw, such as a minute scratch. Unskilled handling may result in the imposition of a minute scratch, only surface deep, which must be removed before the pane can be despatched to the screen-maker. When such a minor catastrophe happens it is one up against some operative — always detectable owing to the constant viewing which takes place after each major manufacturing operation — and to eradicate the little flaw and prevent colossal wastage what is termed the "lazy nigger" shop operates.

Herself men, covered from head to foot in a mixture of jeweller's rouge and oil, slowly grind out the little scratches. The more "lazy niggers" at work the less the skill of the other operatives. Thus the sight of the grinding squad at work is a silent rebuke to the young ladies cutting and making the sandwich in the Triplex kitchens.

At the time of my visit only one squad of "lazy niggers" was at work. I was told that not long before there were four such gangs at work, but that the technical skill of the girls had increased so rapidly that three had been disbanded and that the existence of the fourth was in jeopardy. On the day this last lot pack up and go I suggest that all the girls have a whole holiday with pay, a big box of chocolates apiece, or some other mark of esteem which may appeal to the feminine mind. That day will be practically a one hundred per cent. credit to the young ladies of King's Norton because, although the raw glass-makers do not guarantee their sheets to be flawless, they are so uncommonly clever at producing good glass that most of "lazy niggers" jobs are created inside the Triplex works and are not imports.

In the Laboratory.

Attached to the works is a very beautiful and brilliantly clean laboratory, wherein the resident chemist and his white-coated assistants spend their lives doing funny things to glass with flames and liquids and weights, with a view to finding out how to make it better and how to save cost. The job that appealed to me — and this shows that men never grow up, but remain schoolboys at heart — was the dropping of weights on to little sheets of Triplex to see how it "stair," or, if, by any chance, a splinter can be made to fly. I saw a few "starred" into really exquisite patterns like hoar-frost on a window pane, but there were no shooting stars about while I was in the lab.

But this jolly little pastime of smashing panes is not the only thing they do to Triplex and glass and celluloid in the lab. By no means.

Very vigorous tests are applied continually to see how tightly the sandwich sticks together, and it has to be a perfect octopus for its tentacles to withstand the efforts made to draw the three components apart. Simple Triplex panes are boiled for hours on end in water to see if heat really agrees with them; if an eight-hour hot bath proves too much for their constitutions something is amiss and the screen-making process needs the doctor. I am assured that periods of boiling very much in excess of the eight hours are nearly always borne with fortitude.

Discolouration.

Finally comes a test which is actually the most important from the users' point of view — the words are apposite. Everybody is aware that early safety glass tended to discolour rather quickly under strong light. Of late, so great have been the strides made in manufacturing methods, particularly in the production of really clear and colour celluloid, that this trouble has very nearly disappeared. In climates such as our own it may to-day be said to be non-existent. Nevertheless, the chemist is always on the watch and samples are continually being subjected to very powerful light tests to watch for incipient discolouration.

I believe Triplex glass is a French invention, but, however good the Gallic variety may be, there is little doubt that the commercial production of the glass in this country is vastly ahead, in its methods, of the French system. For instance, take the sealing of the edges by the injection of liquid bitumen into a little groove made between the plates of glass, the process is performed in a few seconds at King's Norton, while the job is still done, laboriously by hand on the Continent. The little squirm machine at King's Norton which injects the bitumen does its job, moreover, in a manner so perfect that the human hand could not hope to equal it.

This is just one of those clever time-saving operations that have permitted the poor motorist to protect himself and his passengers, at so small a cost in the complete price of his car. And it may help to explain a remark made to me recently in France by a car manufacturer — that the French do not want safety glass. I fancy they want it right enough, but, being a canny fellow not fond of needless spending, Jacques Bonhomme is waiting till they succeed in producing it in France as cheaply as they can at King's Norton.

land lorry was struck by a train, the vehicle being thrown clear, and piled up on the embankment. On examination it was found that, although no two parts of the chassis were in alignment — so heavy was the crash — there was not a single break, nor even a bolt out of place.

RUBS AND RUBS.

An Energetic Little Machine.

In the laboratories of the Ford Motor Company there is an energetic little machine that takes a strip of cloth and rubs it and rubs it and rubs it in a determined effort to wear it out. Nearby is another contrivance in which pieces of cloth are subjected to the action of a mercury arc lamp capable of giving one a whole season's sunburn in just a few hours. At a table a chemist is boiling samples in strong acid while beside him an assistant is pouring studiously into a microscope.

Upholstery used in the Ford car is intended, with proper care, to last as long as the car itself. It is to ensure that the quality of the materials is constantly up to the standard necessary to make the long life that these and other tests are performed.

The rubbing machine, for instance, tests the wearing qualities of the cloth. A few hours of the mechanical rub is equivalent to several years of actual usage. The mercury arc lamp, enclosed in a quartz tube, simulates strong sunshine and soon discloses whether the colours in any piece of upholstery will fade. And the other tests determine such important factors as weight, number of threads to the inch, percentage of mohair, wool and cotton and the thickness and quality of the mohair pile.

Each Ford body type is upholstered in the kind of material best suited to it. The town sedan, de luxe sedan, and de luxe coupe are finished in either a rich mohair or a beautiful Bedford cord. The cabriolet is upholstered in Bedford cord. The Tudor, Fordor, standard coupe and sport coupe have upholstery of long-wearing fabric of a warm, soft, pleasing appearance, the high quality of which is made possible by the tremendous purchasing power of the Ford Motor Company plus the fact that a large percentage of it is made by the company itself.

The Ford roadster and phaeton and the rumble seats of the sport coupe and cabriolet are upholstered in artificial leather. This, too, is constantly tested in the laboratories to maintain the Ford standards of quality and durability.

BUILT-IN STRENGTH.

No better, or more striking testimony of the tensile strength built into Leyland lorry chassis, could be conceived than that provided in Queensland, Australia, recently.

At the Alderley railway crossing, near Brisbane, a large Ley-

(Continued at foot of preceding Column.)

FOR MORE mileage

USE THE NEW

AIR-FLIGHT

PRINCIPLE TIRES BY

FISK

Sole Distributors —

GILMAN & CO.

TEL. 28011. 4A, Des Voeux Road C.



THE FORD MOTOR COMPANY
GARAGE

TRAFFIC MENACE.

Human Aspects of the Question.

We take the following from a radio talk by Dr. Julius Klein, Assistant Secretary of Commerce, U.S., on American traffic problems. In the course of an interesting address, Dr. Klein said:

"I spoke recently about the shocking, distressing situation with respect to the mounting toll of motor-vehicle accidents—and, too, about the vast commercial loss (to say nothing of the personal annoyance and inconvenience) that arise from our relative failure to cope with the harassing problems of traffic congestion.

Let us look for just a moment at some of the typical problems that deserve consideration. They were concisely defined by the recent conference at Washington. On the subject. What is the relation, for instance, between motor vehicle traffic and the other existing transit facilities? What are the trends toward centralization or decentralization in cities, and what effect do those trends have upon the stability of property values, upon the efficient conduct of business, upon living conditions, and upon the public welfare generally? Those are the sort of questions that must be answered—and answered correctly.

In most cities, street capacity must be increased—but how are we to go about it? Shall we widen the existing main traffic streets—or develop new thoroughfares—or resort to double-deck highways—or introduce arcaded or elevated sidewalks—or go in for the construction of transit facilities (such as subways or "L" lines) that have the advantage of being "off" the vehicle-congested streets?"

A central business area is suffering, let us say, from severe traffic congestion—some of the traffic being that of persons who actually have business in that area, while the rest of it is "through" traffic concerned only with getting across the city. In such a situation, should we proceed to widen the radial traffic arteries from that central business area, or should we construct "by-pass" routes (around the outskirts) to relieve that central area of traffic that really is not destined there?"

We need to study questions with the utmost care, in the interest of business and of personal convenience. We need to investigate the relationship between the bulk of building and the intensity and character of lot occupancy, on the one hand, and, on the other, the density of traffic and the transportation requirements.

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The Conference at Washington two weeks ago gave detailed attention to the physical facilities of streets and highways, and made a large number of outstanding recommendations. I will tell you only a few of these. As regards rural highways the Conference believes that there should be space for parking, off the travelled portion—either continuously or at intervals of not more than 300 feet. It emphasizes the need for a clear view of approaching vehicles for at least 500 feet on highways of primary importance, and this can be provided, it is felt, in a variety of ways—by control of private advertising signs on the right of way, or on private property near the highway, by removing the view-obstructing trees, shrubs, and sloping banks, and by cutting down sharp hill-crests.

We come now to the question of railroad grade crossings. A newspaper paragraph remarked recently that "some people buy automobile parts—while others live near railroad crossings." But, seriously, something has got to be done about the situation that produces those tragic headings "Flye Killed at Grade Crossing" or "Train Kills Seven in Car," which we see so often in the Press after Sunday or a holiday.

Elimination Suggestion.

The National Conference on Street and Highway Safety naturally advocates the elimination of railroad grade crossings. This work should be carried out under a proper programme of course, first eliminating the most dangerous crossings on thoroughfares carrying heavy traffic—and with due recognition of the enormous costs involved, which, if elimination were attempted on a wholesale scale, would mean an excessive financial burden, resting in the last analysis upon the public.

How are we to protect existing grade crossings, so that they may not be the scene of sudden death? We must reduce the physical hazards to a minimum. We need to widen many roadways at the crossings, and avoid sharp highway turns and junctions within 250 feet. It has been urged that there should be a ban on standing railway cars, parked highway vehicles, or other temporary obstacles at such points. We should set about to remove all permanent obstructions that prevent the motorist from obtaining an adequate view of the tracks.

The grade-crossing situation brings us right back to the human aspect of this entire problem, because there can be no doubt that many of these ghastly tragedies are due to recklessness and speeding—a mad desire to "beat the train"—frantic haste "for no good reason at all." Why should we be in such an awful hurry? I remember very well some experiences in a European country where the grade-crossing keepers (generally women) close the crossings with a good stout iron gate (not a slender slat) when the train is due; if the train happens to be late, you simply wait, ordinarily, until it comes along—having ample time to indulge in elevating conversation, or maybe to play bridge. And I recall one particular time when, just as the train was passing, the crossing-keeper became engaged in a violent quarrel with her five-year-old son, and after the "caboose" had disappeared into the dim distance and we were patiently waiting to get across the tracks, she was chasing the rebellious youngster back of the family shack, screaming at the top of her voice and utterly oblivious of our desire to proceed. That is what you are apt to undergo on the Continent of Europe; it makes you wonder why we should be so anxious, here, to measure our death-defying dashes by split-second watches.

A story is told about the visit to New York of Admiral Togo, the distinguished Japanese warrior. The marvels of the subway were being revealed to him, and it was carefully explained that by taking an express train between two important stations you could save seven minutes. The admiral remained unmoved. "Yes?" he said blandly; "and then what do you do with the seven minutes?" That question was left unanswered.

Engaged to Have Their Accidents

Quickly.

I think that all of us might profitably ponder for a while on that phrase "a new order of self-restraint." We must not be too belligerent and insistent in trying to enforce even the things that seem, obviously, to be a right or privilege. The desirability of "restraint" applies at highway intersections. I am reminded of the worthy friends who mourned the untimely end of Jonathan Gay and placed upon his grave a tombstone with this epitaph:

"Here lies the body of one who died maintaining his right or way."

He was right—dead right—as he sped along.

But he's just as dead as if he'd been dead wrong."

rest of the country there are only two States, in the extreme West, which have such complete drivers' licence systems. Of the 36 remaining States there are 8 which require all operators to be licensed, but without mandatory examination, and these 8 States show little, if any better record than those which require no licence at all.

For the rest, 16 States license only chauffeurs, while 12 States have no requirement of any sort as to the licensing of operators or chauffeurs; and anybody, at all, is free to attempt to operate a vehicle which, in incompetent hands, can so easily maim or kill.

Let us take the case of a territorial unit where a man's mere

possession of a motor car entitles any member of his family to operate it. But that family—for all we know—may include the village idiot. It may include a person who is subject to paralysis or epileptic seizures. The son may be near-sighted, with vision uncorrected by the aid of glasses—or the daughter may be colour-blind so that red light is no more ominous to her than green. Or

maybe Uncle Boris has just come over from the "old country" and "no spik Engleesh" yet—being unable to read warning signs. In

the absence of a drivers' licence law, any or all of these potential killers and wreckers can be let loose, with the utmost freedom and impunity, upon the roads of the community. And they are not the only ones, by any means, who need examination and restriction—there are some few persons who, with obvious physical or educational defect, still manifestly lack the judgment, discretion, and knowledge that are essential to the successful operation of an automobile.

I do not mean to criticize unduly the States that still lack a drivers' licence law with examination, but the evidence drawn from the reports of the Census Bureau seems to point to their having overlooked an opportunity to spare their people at least 25 per cent of their accidents. Furthermore, these same statistics show that the accident rate, in proportion to the number of vehicles registered, has increased much more rapidly in States without drivers' licence systems than in those which have adopted this measure of protection for their population.

In a drivers' licensing State the records show that about 25 per cent of the drivers fail to secure their licence on the first examination. The examiner either finds that they are ignorant of the rules of the road or the practical driving test shows that they have no knowledge of how to conduct an automobile. These people, however, are always given subsequent opportunities to learn the regulations and to learn how to drive. They then come back for a later examination, and ultimately only 3 per cent of all candidates fail to get the licence. The significance of this is that in the drivers' licensing States these 22 per cent of the candidates are required to learn their rules of the road and how to drive, whereas in the non-licensing States there is nothing to prevent them from going on the road, ignorant of the regulations and incompetent to drive—a menace to every motorist and pedestrian on the streets and highways.

As to the broad situation with respect to highway safety, I can hardly do better than bring to you a statement by the National Conference. "It is unthinkable," these experts say, "that our people will permit present conditions to continue indefinitely. The way for improvement has been pioneered. Practically every one of the proposals now submitted has been tested in practice. To reap the benefit of this experience on a nation-wide scale will require some yielding of state and local preference; it will require the devotion of increased resources, which no state or community can afford to withhold; it will in many jurisdictions require the setting up of more adequate administration; it will require the loyal efforts of enforcing authorities; it calls for devoted efforts of a wide variety of organizations; and finally, it demands of the individual citizen a new order of self-restraint and responsibility corresponding to the enhanced degree of freedom which the new means of transportation has given us."

Major D. Portway, the proctor, whose duty it is to enforce the university regulations as regards motor-cars, said in an interview:

"The whole matter will probably be taken up by the university. It seems to me an impossible position for these six colleges to have different rules and regulations from the rest of the university.

"It is a great blow for the self-respecting undergraduate who is in the majority that they should be punished for the few who always have abused their opportunities and still do."

"Whether I should give way to the temptation or not, I cannot honestly say. At present my feeling is that I should probably not."

"I do not know how the idea got about that I was going to take up motor-boat racing. I am not, and never intend to."

STURDY SHOES.

Made from Worn Tyres.

"The next time you want a pair of boudoir slippers or hiking boots, try manufacturing them from an old, discarded automobile tire," is the suggestion of Mr. C. H. Goetz, manager of Ideal Motor Co., the local Fisk dealers. "Recently some foreign governments, in countries where shoes were conspicuous by their absence and hook-worm conspicuous by its presence, have compelled all inhabitants to wear some kind of foot covering. Leather being costly, native ingenuity turned to old automobile casings as a substitute for standard footwear."

Several pictures have been received from abroad by the Fisk Tyre Company of sturdy, serviceable shoes made from worn tyres. The upper part is made of cord fabric reclaimed from the old casings, while the soles, which are riveted to the uppers by metal staples, are sections of tread, guaranteed not to skid in wet weather and impervious to blow-outs.

"If this style continues to gain favour," continued Mr. C. H. Goetz, "it looks as though some of the new Air-Flight tyres for export, when they have done their duty on the wheels of a car, will deliver many more miles of service as foot covering. Tender feet might find these improvised shoes rather rough and hard to wear, but to the natives whose feet are toughened by exposure, unfinished seams and protruding rivet heads offer no inconvenience or discomfort."

VARSITY CAR BAN.

Sequel to Accidents and Abused Privileges.

Six Cambridge colleges have taken the unexpected step of forbidding undergraduates to keep motor-cars at Cambridge.

It is understood that, following this lead, an inquiry will be held next term by all the colleges in conference.

The colleges concerned are:

Pembroke, Caius, Clare, Trinity Hall, Peterhouse, Downing.

At Oxford also, the question of undergraduates' motor-cars is to be discussed afresh next term, and it is possible that the two universities may reach a common agreement.

By the university regulations, first-year men are already prohibited from keeping cars at Cambridge. Notices are now being sent out restricting further the motoring activities of undergraduates. That from Clare College:

The tutor wishes to inform parents and guardians that, believing that the possession of motor-cars and motor-cycles by undergraduates nearly always prevents them from making the best use of their residence in Cambridge, the college has adopted regulations with regard to motor-vehicles.

The university's restriction for freshmen is extended to second-year men.

"A long time ago," said Captain Barnato, "I decided that if I won the Le Mans race three times running I would race no more. I have done that, and I have not altered my mind. The last five races I entered were big international events, and I won them all."

"If I went on, I might not have the same good luck. For instance, I might be beaten. Then I should want to keep on until I won again, and there is no knowing where I should finish."

"There is no question of physical or mental strain. That is not so great as people think. I feel no strain of any kind. Of course, it is tiring, but that is only a passing effect."

"The reasons for the withdrawal of Bentley and myself do not influence them, and their decision affected me. As chairman of Bentley's, if I continued to race as a private owner, I could not race any other make of car, and I would still be considered that I was virtually driving for the firm."

"I shall take life more quietly for a bit. I have no definite plans. I have a lot of work to do. If Bentley's, in the course of the next few years, decide to take up racing again, I might be sorely tempted to re-enter, because I know I shall miss it."

"Whether I should give way to the temptation or not, I cannot honestly say. At present my feeling is that I should probably not."

"I do not know how the idea got about that I was going to take up motor-boat racing. I am not, and never intend to."

Marquette

66 FINE-CAR FEATURES

COMBINED ONLY IN MARQUETTE IN THE \$1000 CLASS

It's pretty hard to catalogue a car like the Marquette—and give anything like a true idea of what you get in this car in the \$1000 class. This new six is such a revolutionary value that you've actually got to see and drive it to realize what a great car it is!

Just as an indication of the value, rare value—in this splendid new six—here are a few of more than 66 fine-car features that it embodies—features combined for the first time on a car in the \$1000 field.

Wheelbase 114 inches.	Running board fully bound, with no exposed screws.
Closed Bodies by Fisher.	Completely sealed engines.
Non-glare Fisher VV type ventilating windshield.	Forced lubrication.
New-type mohair upholstery.	Lovejoy hydraulic shock absorbers, both front and rear.
Spacious rear seat.	Four-wheel internal-expanding brakes.
Adjustable front seat.	Adjustable steering wheel.
Remarkable power plant—67.5 brake horsepower.	Hydrostatic gasoline gauge on dash.
Rubber engine mountings.	Guide tilt-ray lamps.
Thermostatically-controlled water cooling.	A host of other extraordinary features that combine to make the Marquette America's most complete car in the \$1000 field.
Full-crown one-piece fenders.	
Chrome-plated cowl lights and cowl moulding.	
Built-in bumper brackets integral with frame.	

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

CAPT. BARNATO.

I Want to Retire When I Am Not Out.

"I have had a good innings and I want to retire not out," Captain Barnato, the millionaire racing motorist told an Evening News correspondent at his Mayfair house.

He was explaining his decision not to drive in any more races on road or track.

He announced his retirement from competitive driving at the same time that the Bentley company published their decision not to take part in any more races in the meantime, as they know all they want to know about speed for the present.

"A long time ago," said Captain Barnato, "I decided that if I won the Le Mans race three times running I would race no more. I have done that, and I have not altered my mind. The last five races I entered were big international events, and I won them all."

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BUYERS' GUIDE

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CHEVROLET—Hongkong Hotel



The China Mail

Thursday, August 28, 1930.
Seventh Moon, 5th Day.

ESTABLISHED 1846

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HONG KONG, THURSDAY, AUGUST 28, 1930.



LONDON SERVICE.

"SARPEDON" 3rd Sept. Miles, London, Edam, & Glasgow.
"MENEIAUS" 16th Sept. Miles, London, Edam and Hamburg.
Calls at Casablanca.

LIVERPOOL SERVICE.

"NELIUS" 6th Sept. Havre, Liverpool, and Glasgow.
"GANTA" 20th Sept. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TEUCER" 12th Sept. For Victoria, Vancouver & Seattle
"IXION" 10th Oct. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"MACHAON" 8th Sept. For Davao, Cebu, Manila, New
York, Boston & Baltimore via Suez.

INWARD SERVICE.

"EURYLLUS" Due 28th Aug. For Shanghai, Kobe & Yokohama.
"AUTOLYCUS" Due 31st Aug. For Shantou, Moji, Kobe and Yehama

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—

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Austria

TRAGEDY AT U.S. AIR RACES.

Naval Plane Crashes Into Grand Stands.

AIRMAN KILLED.

Chicago, Yesterday. As a result of a Naval pursuit plane, while stunting, crashing into the stands at the National air races to-day, a Naval airman, J. P. Deshuzo, was killed and an unknown spectator seriously injured. Several spectators had very narrow escapes. The confusion was shortly lived, and officials immediately started another event. The voice of the announcer was heard from loud speakers and everything continued as if nothing had happened.—Reuter's American Service.

UNREST IN INDIA.

ROUND TABLE CONFERENCE TO BE POSTPONED.

NEW SUGGESTION.

London, Yesterday. The Morning Post's correspondent in Simla states that official quarters are considering the suggestion to postpone the Round Table Conference in India until April, in order, inter alia, to allow the present political temper to spend itself.—Reuter.

Earlier News.

Calcutta, Yesterday. An examination of the fragments of the bomb thrown at Jorabagan police station, showed that it was of the same type as those thrown at Sir Charles Tegart.

According to witnesses, an un-suspicious looking taxicab pulled up at the gate of the police station, an explosion was heard, and the taxi drove off before there was a chance of identifying it. No arrests were made.

Five passers-by were injured, but only one is a hospital case. The police station is situated in the compound of the Magistrate's Court, which was deserted at the time.

A third bomb outrage occurred this morning in the Eden Gardens police station.

A policeman and three Public Works coolies were injured, all being sent to hospital.

Delhi, Yesterday. Practically the whole Congress Working Committee has been arrested, including V. J. Patel, ex-President of the Legislative Assembly, who arrived with others yesterday to hold a meeting of the Committee although it had been proclaimed an unlawful assembly.

Slima, Yesterday. Fifteen Congress leaders have been arrested and sentenced to

HELP FOR DROUGHT STRICKEN STATES.

Establishment of Local Credit Corporations.

LOANS FOR FARMERS.

Washington, Yesterday. The establishment of local credit corporations to act as intermediaries between the drought-stricken farmers and intermediate credit banks has been formally approved by banking representatives on the relief commissions of over a dozen States. Farmers will receive loans from an intermediate credit bank on the endorsement of their local credit corporation, which will charge two per cent. above the rate charged by the intermediate bank, which is now four per cent.—Reuter's American Service.

VAST FORTUNE.

OIL MAGNATE LEAVES FAMILY £20,000,000.

MOTHER REMEMBERED.

Clarion, Pennsylvania, Yesterday. The late Mr. Thomas Slick, known as the wealthiest independent man in the oil industry, bequeathed between £15,000,000 and £20,000,000 to his widow, three children, and mother.—Reuter.

MR. ROY YOUNG.

APPOINTED FEDERAL BANK GOVERNOR.

Washington, Yesterday. Mr. Roy Young, Governor of the Federal Reserve Board, has submitted his resignation to President Hoover who has accepted it. Mr. Young has been elected Governor of the Federal Reserve Bank in Boston.—Reuter's American Service.

LORD SEFTON'S WILL

ESTATE PROVED AT £1,758,000.

Rugby, Yesterday. The fortune of the late Lord Sefton has been proved at £1,768,000.—British Wireless Service.

PENALTY OF RUMOURS.

four months' rigorous imprisonment for forming a procession to celebrate the Indian "national flag day."

The police, armed with lathis, several times charged the crowds accompanying the procession, and several persons were injured.—Reuter.

TO-DAY EXECUTIONS

TEN MEN SHOT FOR BUYING SILVER.

TO-DAY TO SATURDAY

AT THE QUEEN'S

THE CHINESE DRAMA

"THE LEGENDARY VIXEN"

AT THE WORLD

FINAL SHOWINGS TO-DAY

At 2.30, 5.15, 7.15 & 9.20

(Interpreter at all performances)

MAJESTIC

National Road, Kowloon

TO-DAY ONLY

at 2.30, 5.30, 7.20 & 9.20 p.m.

LEATRICE JOY, in

"VANITY"

Daring! Charming! Alluring! Dramatic!

Women envied — men adored her — no wonder she was spoiled; yet when danger threatened, she met the test bravely. "Don't miss this superb picture — it will amaze you!"

— — —

AT THE MAJESTIC

National Road, Kowloon

TO-DAY TO SATURDAY

AT 5.30 & 9.20

FLETCHER'S HAIR TONIC

It is the ONE reliable hair preparation. It does remove DANDRUFF—and it does more. It stimulates the HAIR ROOTS—helps scalp irritation, and leaves the hair Soft, Lustrous and Full of Life.

Take care of your hair while you've got it, start with Fletcher's Hair Tonic to-day.

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AMUSEMENTS

The BIG PARTY

Tearing the curtain from the drabness of life

— and behold —

three lovely

young things —

sweet as sugar

and craving fun —

— with million-

aires in a million

dollar party.

A songladen

Movietone with

SUE CAROL

DIXIE LEE

WALTER CATLETT

Directed by JOHN BLYSTONE

ALL TALKING SINGING

SEE! THE DERBY OF 1930

NEWSREEL FOX MOVIEONE

COMEDY LADIES' MAN

AT THE QUEEN'S

TO-DAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20

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